

2003 National Transit Summaries and Trends

Table of Contents

Introduction	1
Introduces the transit modes discussed throughout the NTST.	
Transit in the United States	3
National statistics and trends in ridership, miles of service and number of transit systems by mode.	
Operating Costs and Performance Measures	14
Trends in operating costs by mode and measures of cost efficiency and effectiveness.	
Quality of Transit Service	20
National trends for safety, maintenance reliability and lift equipped bus fleet.	
Reliability	21
Trends in miles between major system failures.	
ADA Compliance – Bus	23
Trends in the percentage of buses that are ADA lift- or ramp-equipped.	
Funding Transit Operations	24
Funding sources used in transit, trends in recovery ratio and subsidy per passenger.	
Capital Investment in Transit	32
Funding sources used in capital projects and capital expenditures by mode.	
Bus Fleet	37
Trends in the average fleet age of the national bus fleet.	
Fixed Guideway Mileage	39
Trends in fixed guideway mileage for bus and rail systems.	
Alternative Fuel Usage	40
Trends in the percentage of the national bus fleet using alternative fuels and the share of fuel type used by non-electric transit vehicles.	
National Transit Profile	42
Aggregate data for capital, operating funding and expenses, and characteristics for all modes operated in the nation.	
Transit Data by Urbanized Area	44
Aggregate data grouped by urbanized area. Items include operating expense, vehicle revenue miles, fixed-guideway directional route miles, passenger miles and recovery ratio.	
Aggregate Data by Form	49
Aggregate data reported to the NTD.	

2003 National Transit Summaries and Trends

Data Used to Compile Graphics

60

Data used to develop graphics for data not presented with graphic.

Appendix

78

Key characteristics and uses of capital by transit agencies.

Introduction

General Information

Welcome to the National Transit Summaries and Trends (NTST), a portion of the Federal Transit Administration's (FTA) annual report. The goal of the NTST is to summarize transit data in an easy to read format. The 2003 NTST discusses data covering the period 1991 to 2003.

On an average weekday, the nation's transit systems carry over 29 million riders (unlinked passenger trips). There were 8.9 billion riders in 2003.

Transit Modes

The NTST presents aggregate transit operating statistics by mode. Fifteen transit modes are included in the National Transit Database, but for this publication, statistics are presented for the predominant modes: bus, heavy rail, light rail, commuter rail, demand response and vanpool. These modes provided the most transit service and change over the time frame considered, 1991 through 2003. The remaining modes are combined in the single category "other". Transit modes include the following:

Bus

The most common form of mass transit service provided throughout the United States. Buses operate on fixed routes and schedules over existing roadways. Buses must be in compliance with mass transit rules including Americans with Disabilities Act (ADA) provisions.



Commuter Rail

Local (short-distance) travel operating between a central city and adjacent suburbs. Service is provided on regular schedules, moving commuters within urbanized areas or between urbanized areas and outlying areas. Multi-trip tickets and specific station-to-station fares characterize commuter rail service, with one or two stations in the central business district.



Heavy Rail

Heavy rail service is characterized by high-speed and rapid acceleration passenger rail cars operating singly or in multi-car trains on fixed electric rails; separate rights-of-way from which all other traffic is excluded; sophisticated signaling, high platform loading and a heavy passenger volume.



2003 National Transit Summaries and Trends

Demand Response

Service (passenger cars, vans or small buses) provided upon request to pick up and transport passengers to and from their destinations. Typically, a vehicle may be dispatched to pick up several passengers at different pick-up points before taking them to their respective destinations and may be interrupted en route to these destinations to pick up other passengers.



Light Rail

Light rail is an electric railway with a lighter passenger volume compared to heavy rail. Passenger cars operating singly (or in short, two-car trains) on fixed rails in shared or exclusive right-of-way, low or high platform loading characterizes light rail service. The vehicle's power is drawn from an overhead electric wire.



Vanpool

Service operating under a ride sharing arrangement providing transportation to individuals traveling directly between their homes and a regular destination. The vehicles (vans, small buses, and other vehicles) must have a minimum seating capacity of seven. Vanpool(s) must also be in compliance with mass transit rules including Americans with Disabilities Act (ADA) provisions, be open to the public, availability must be advertised and the service must be operated by a public entity or a public entity must own, purchase or lease the vehicle(s).



Rounding and Inflation

Rounding may lead to minor variations in total values from one table to another for similar data or may lead to instances where percentages may not add to 100. Due to rounding, percent changes may not match exactly the values calculated using the formatted figures shown in the exhibits.

All dollar amounts are the actual figures reported and have not been adjusted to reflect inflation for the timeframe considered (34.3 percent from 1991 through 2003).

Web Information

For information about National Transit Database publications and training, see FTA's website at

<http://www.fta.dot.gov>

or visit the National Transit Database website at

<http://www.ntdprogram.com>

Transit in the United States

Total Federal Assistance (Capital and Operating) Applied to Transit and Unlinked Passenger Trips

Concepts

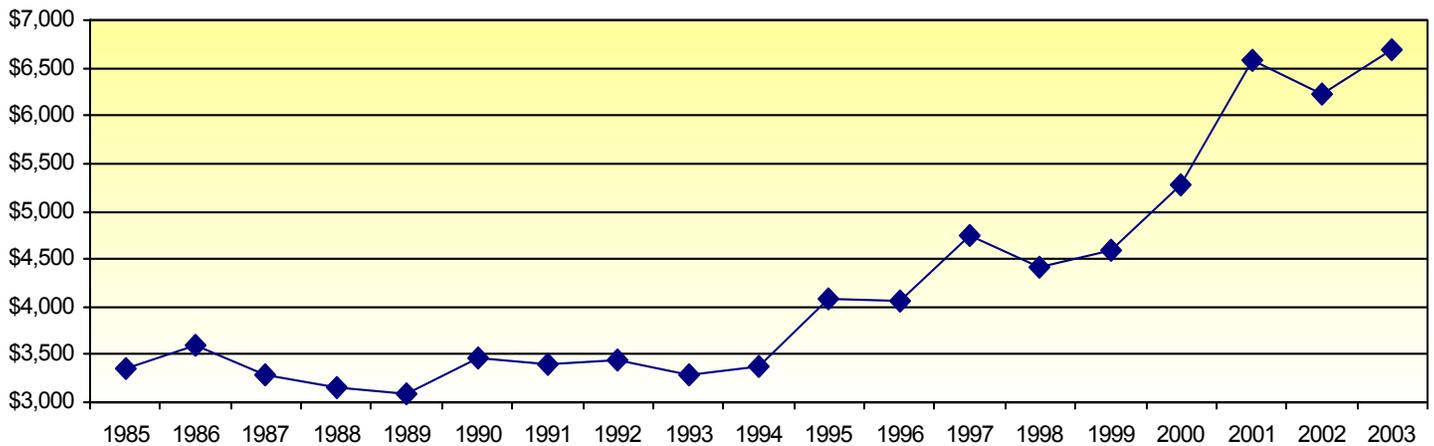
Federal funds applied to transit are Federal Transit Administration (FTA) Urbanized Area Formula Program funds (financial assistance used to offset operating costs and pay for capital projects).

Unlinked passenger trips are the number of patrons boarding public transportation vehicles.

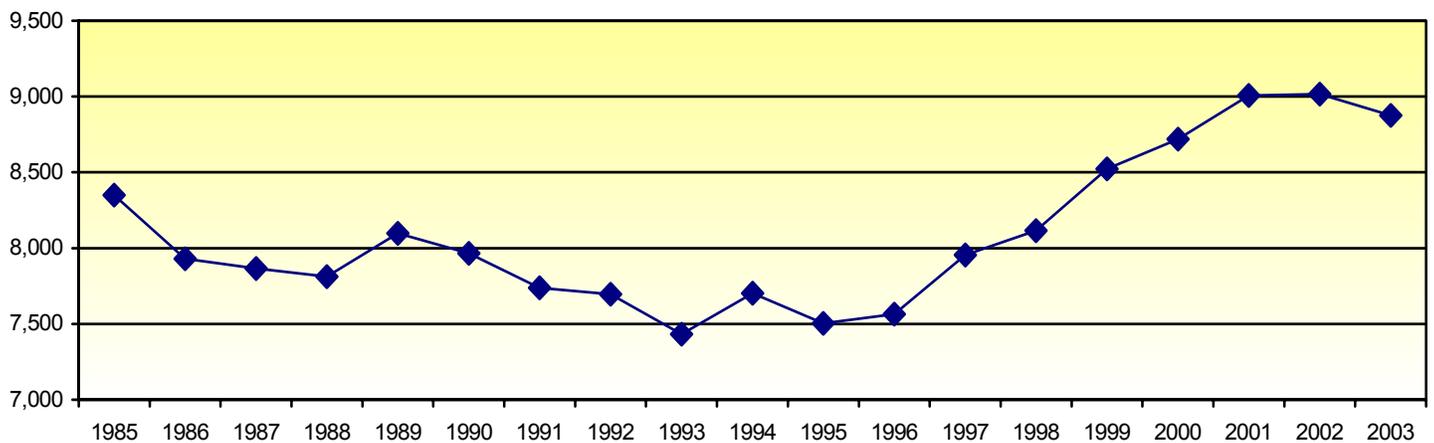
Comments

Ridership increased by 19 percent from 1993 to 2003. During the same period, Federal assistance applied to transit increased by nearly 103 percent.

Federal Funds Applied to Transit (Millions) 1985 — 2003



Unlinked Passenger Trips (Millions) 1985 — 2003



2003 National Transit Summaries and Trends

Number of Transit Agencies

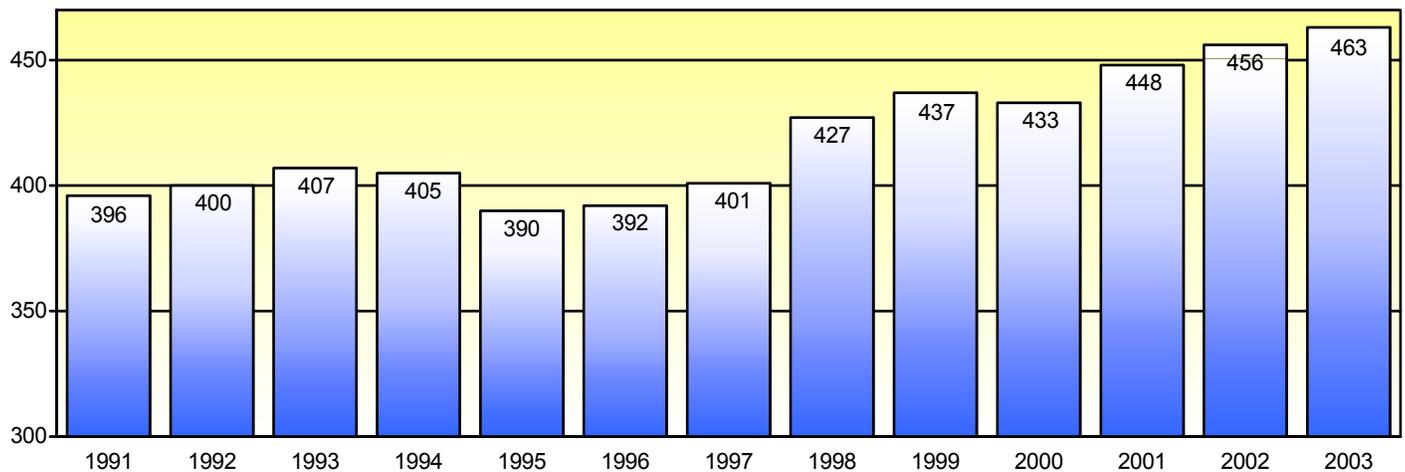
Concepts

Transit agencies that receive or benefit from Federal Transit Administration (FTA) Urbanized Area Formula Program funds (capital or operating) are required to report selected transit data to the National Transit Database (NTD) program. In addition, transit agencies not receiving FTA funds are encouraged to submit data, providing a more complete picture of public transit throughout the United States. These transit agencies report financial (capital and operating) data and non-financial operating statistics by transit mode. A total of 613 transit agencies reported data in 2003.

Comments

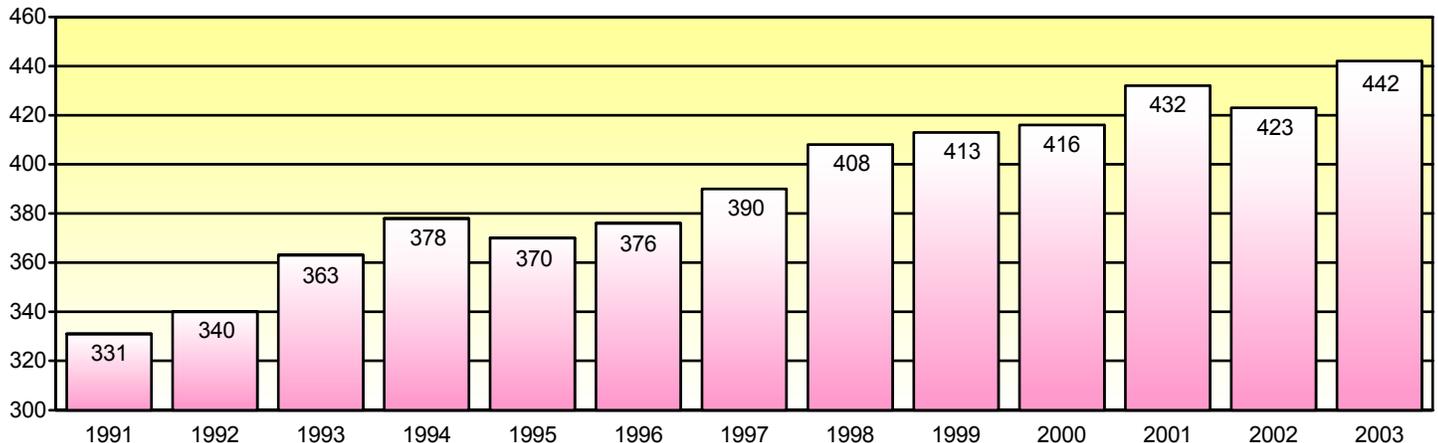
- The number of bus systems increased in the last 13 years (67 new systems).
- Demand response increased by nearly 34 percent (111 new systems) over the same period, reflecting the need to provide special transit service for the elderly and people with disabilities.
- Vanpool more than doubled the number of systems from 1991 to 2003.

Number of Agencies Reporting — Bus (*) 1991 — 2003

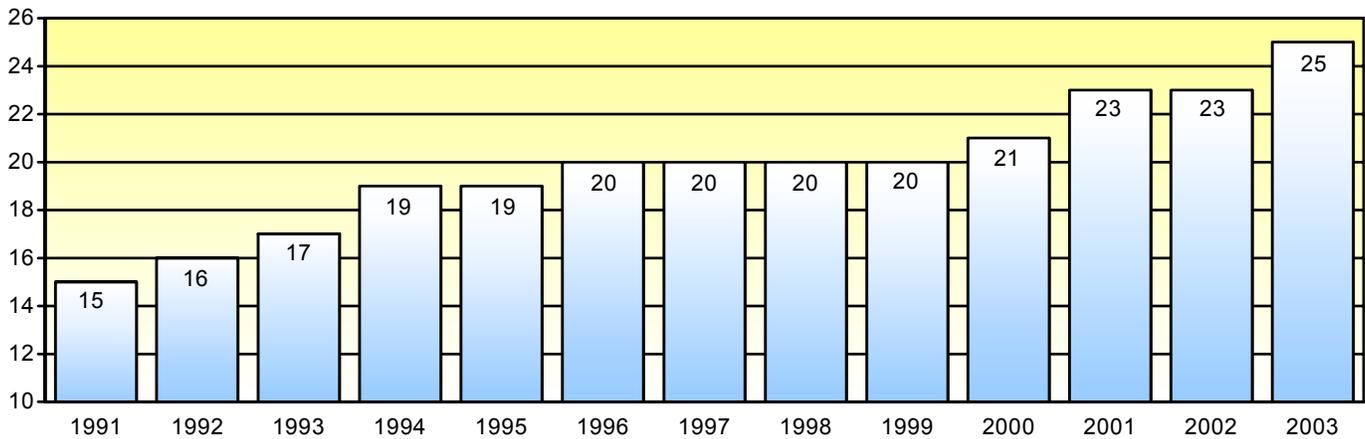


(*) Does not include agencies receiving reporting waivers

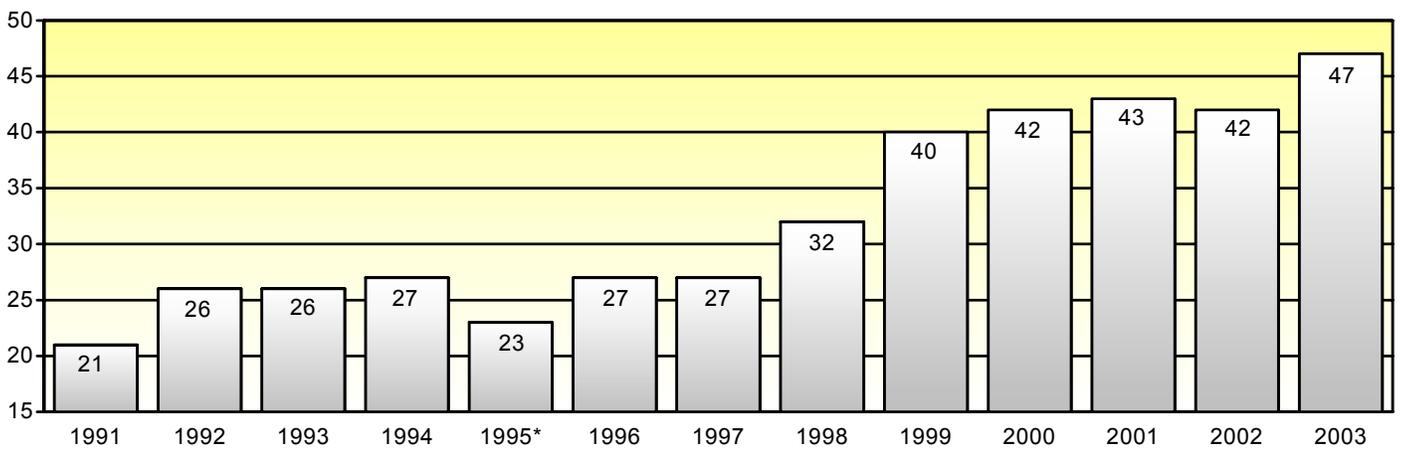
Number of Agencies Reporting — Demand Response 1991 — 2003



Number of Agencies Reporting — Light Rail 1991 — 2003



Number of Agencies Reporting — Vanpool 1991 — 2003



(*) Due to several report deletions.

Number of Agencies Reporting 1991 — 2003

Year	Bus (*)	Commuter Rail	Demand Response (*)	Heavy Rail	Light Rail	Vanpool	Other
1991	396	16	331	12	15	21	24
1992	400	16	340	13	16	26	26
1993	407	17	363	14	17	26	26
1994	405	17	378	14	19	27	28
1995	390	15	370	14	19	23	28
1996	392	15	376	14	20	27	28
1997	401	16	390	14	20	27	26
1998	427	16	408	14	20	32	28
1999	437	18	413	14	20	40	33
2000	433	19	416	14	21	42	31
2001	448	21	432	14	23	43	31
2002	456	19	423	14	23	42	31
2003	463	19	442	14	25	47	31
Change	67	3	111	2	10	26	7

2003 National Transit Summaries and Trends

(*) Does not include agencies receiving reporting waivers.

Vehicle Revenue Miles

Concepts

Vehicle revenue miles are the miles a transit vehicle travels while in revenue service. A transit vehicle is in revenue service when the vehicle is available to the public with the expectation of carrying passengers. Passengers pay full fares, reduced fares (senior citizen, student, special ride fares, etc.), or provide payment through some contractual agreement.

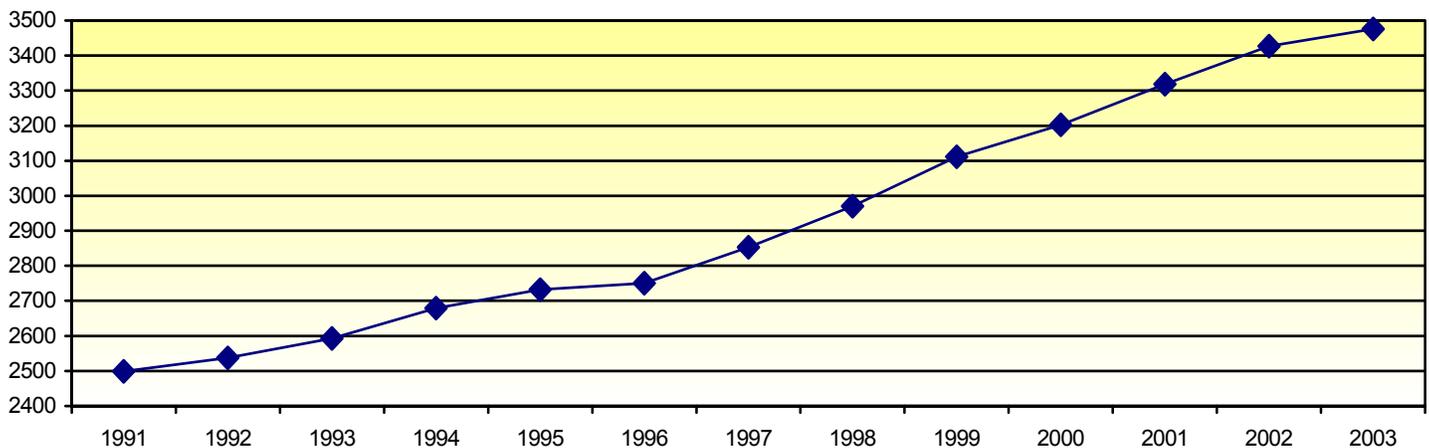
Deadhead travel is not included in vehicle revenue miles. Deadhead mileage consists of the miles a transit vehicle travels while not in revenue service (leaving or returning to the garage or yard or changing routes).

Comments

Vehicle revenue miles increased by nearly 39 percent between 1991 and 2003. Modes showing the most significant growth are those that had an increase in the number of systems in operation during the period.

- Light rail – 139 percent
- Demand response – 193 percent
- Vanpool – 555 percent

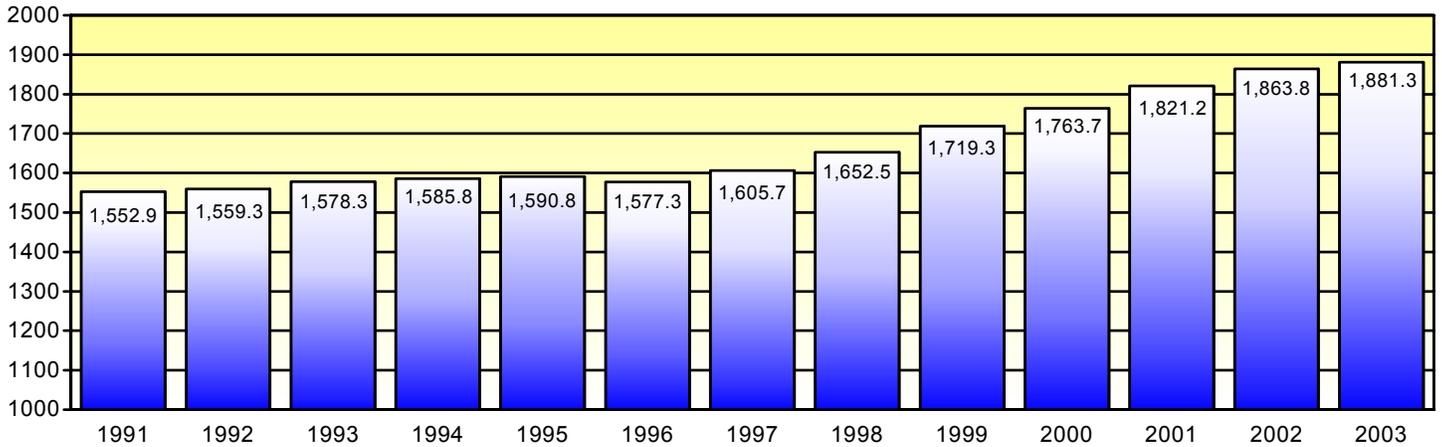
Vehicle Revenue Miles (Millions) 1991 — 2003



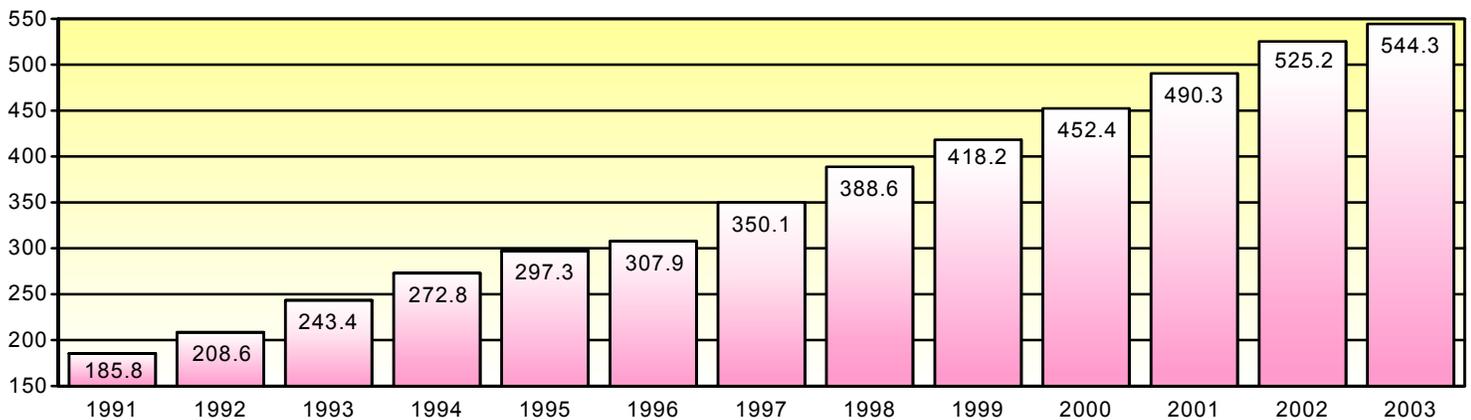
Vehicle Revenue Miles (Millions) 1991 — 2003

Year	Vehicle Revenue Miles (Millions)
1991	2,499.3
1992	2,537.5
1993	2,593.2
1994	2,679.5
1995	2,732.4
1996	2,750.6
1997	2,853.3
1998	2,970.4
1999	3,111.4
2000	3,202.4
2001	3,319.0
2002	3,426.8
2003	3,476.0
% Change	39.1%

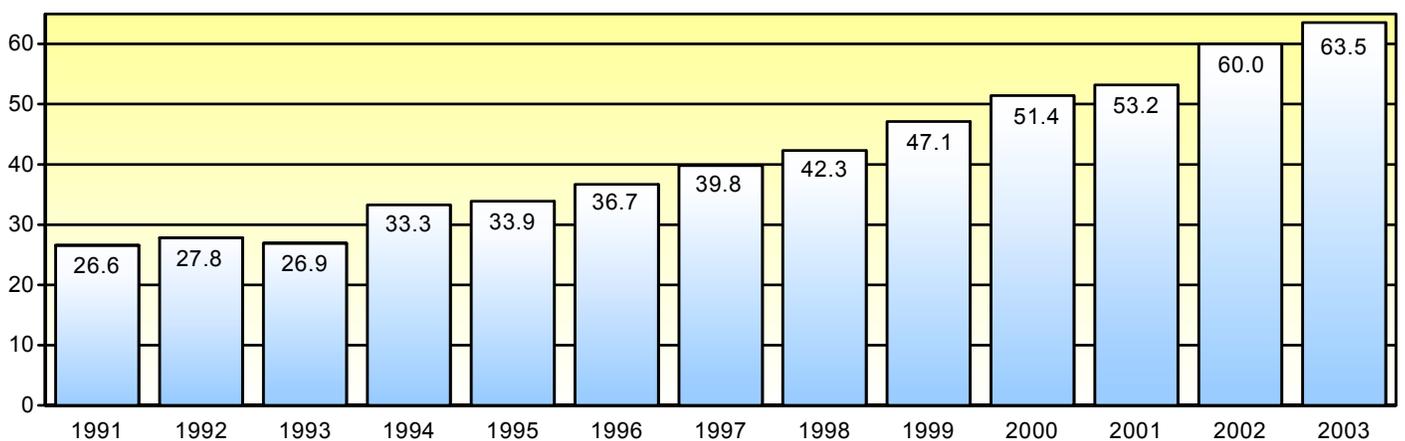
Vehicle Revenue Miles (Millions) — Bus 1991 — 2003



Vehicle Revenue Miles (Millions) — Demand Response 1991 — 2003

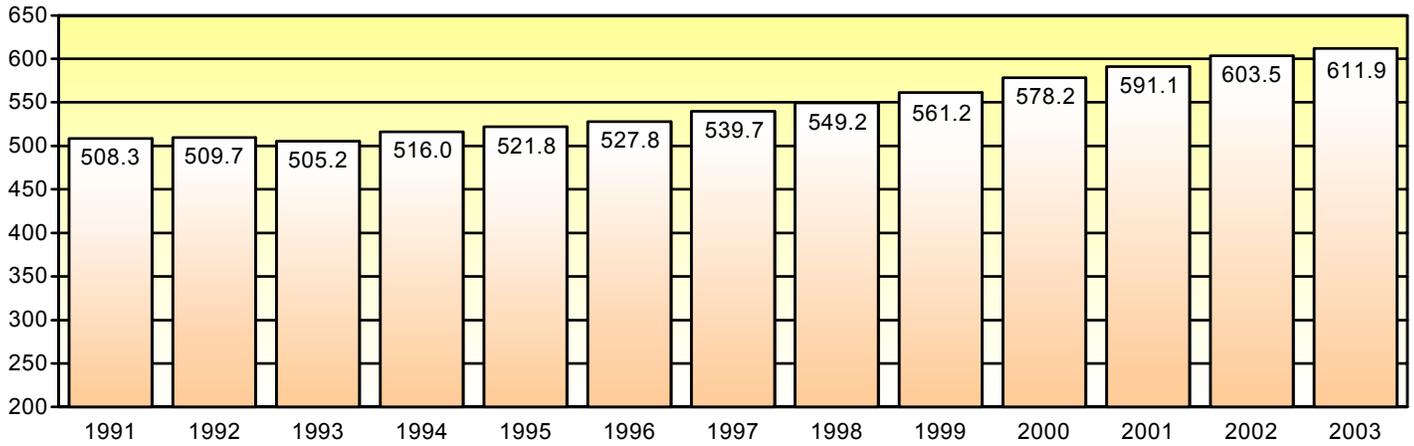


Vehicle Revenue Miles (Millions) — Light Rail 1991 — 2003

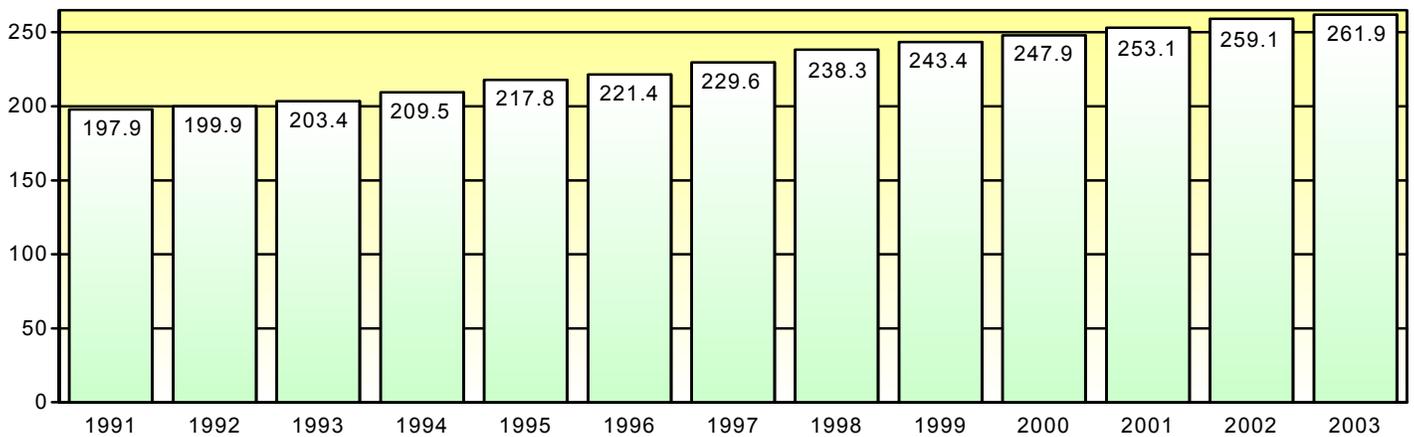


2003 National Transit Summaries and Trends

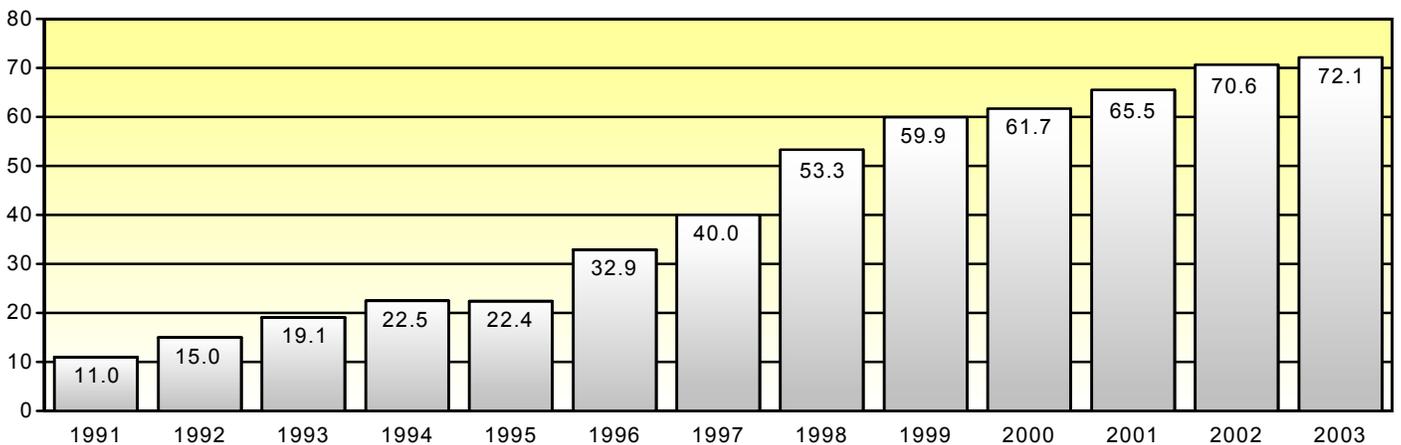
Vehicle Revenue Miles (Millions) — Heavy Rail 1991 — 2003



Vehicle Revenue Miles (Millions) — Commuter Rail 1991 — 2003



Vehicle Revenue Miles (Millions) — Vanpool 1991 — 2003

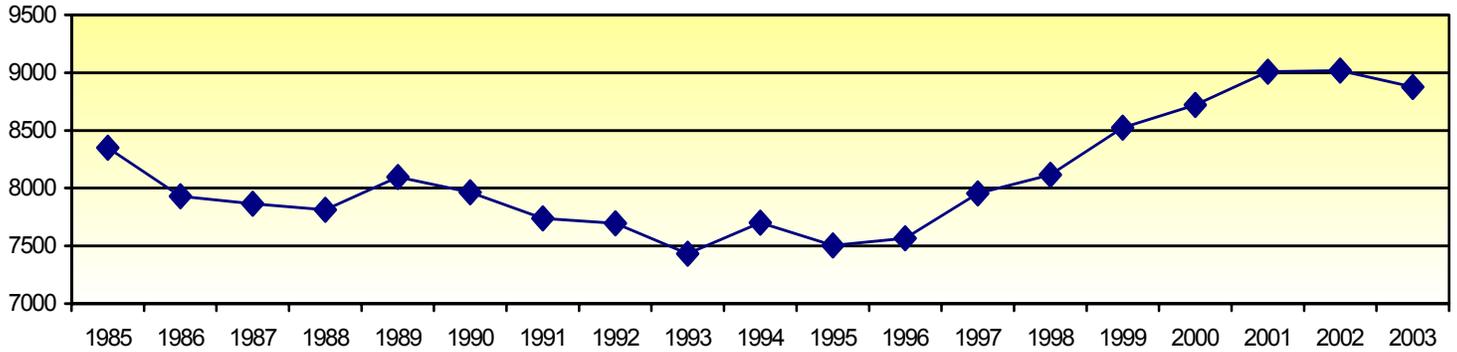


Unlinked Passenger Trips by Mode

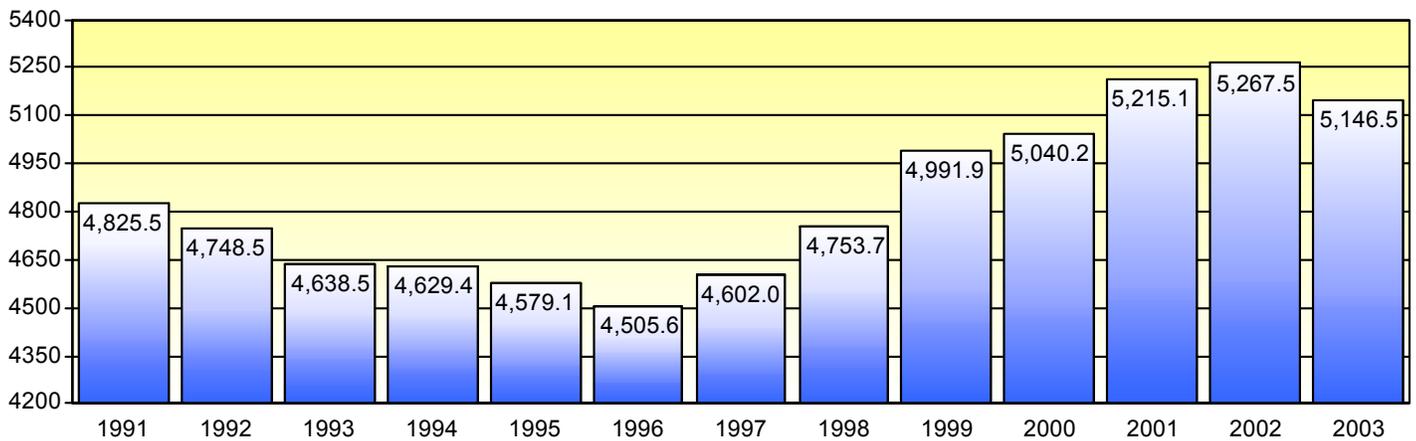
Comments

Ridership increased by nearly 18 percent from 1995 to 2003.

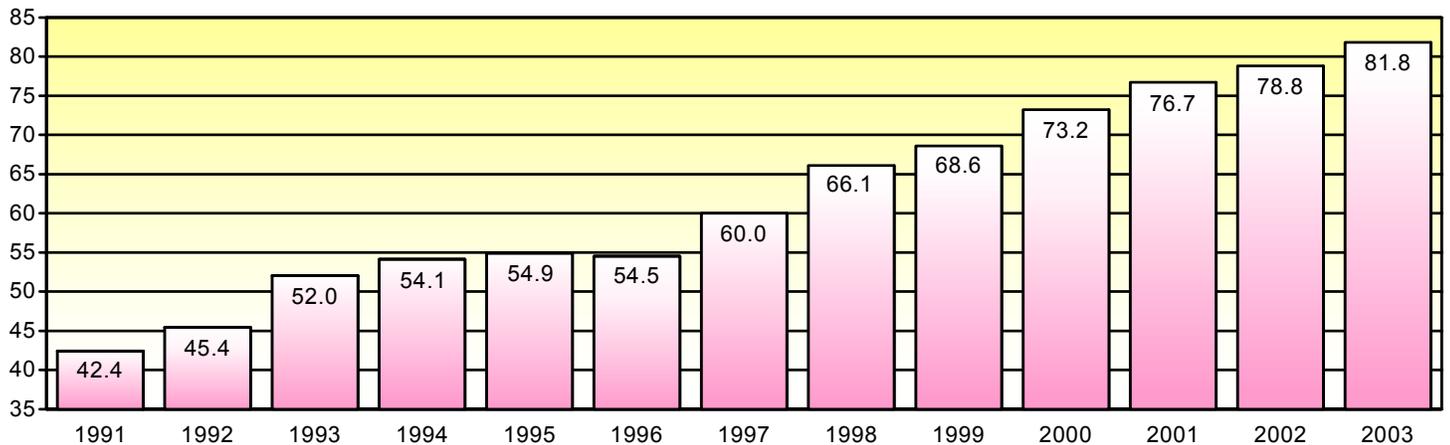
Unlinked Passenger Trips (Millions) 1985 — 2003



Unlinked Passenger Trips (Millions) — Bus 1991 — 2003

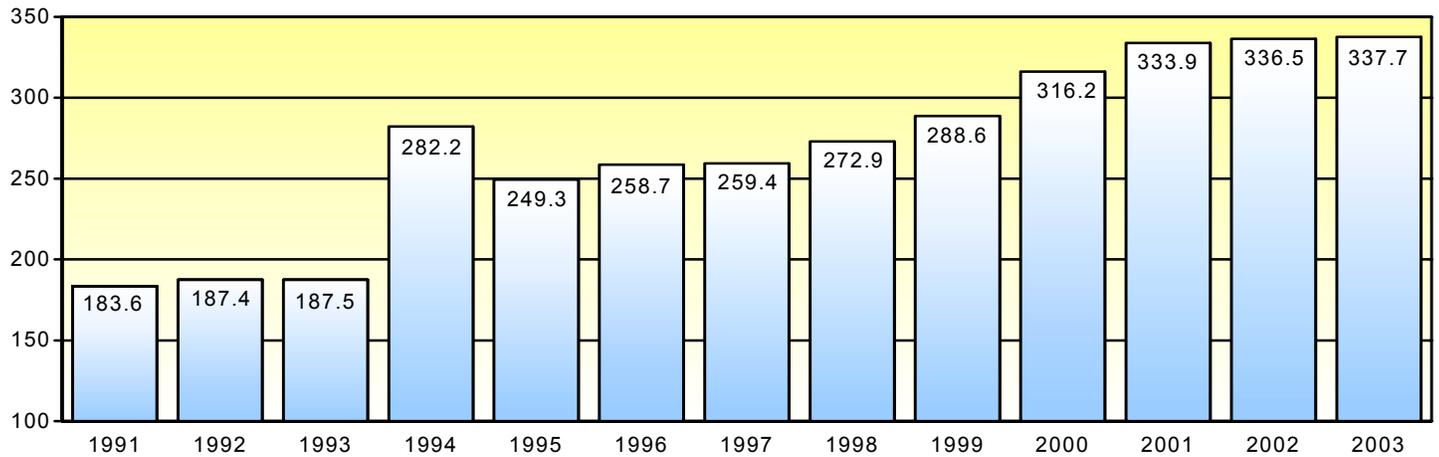


Unlinked Passenger Trips (Millions) — Demand Response 1991 — 2003

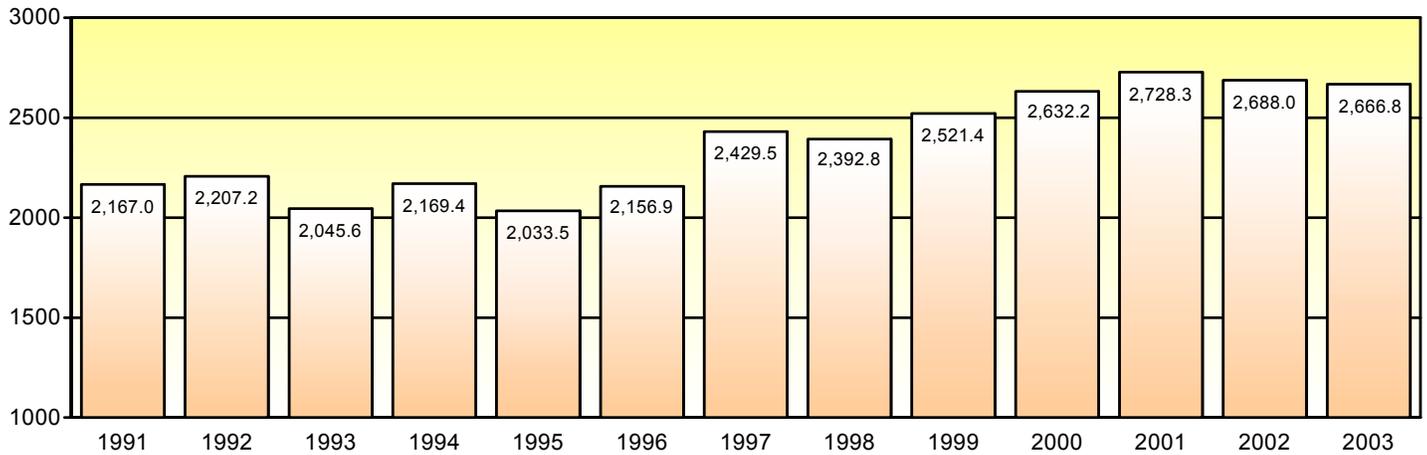


2003 National Transit Summaries and Trends

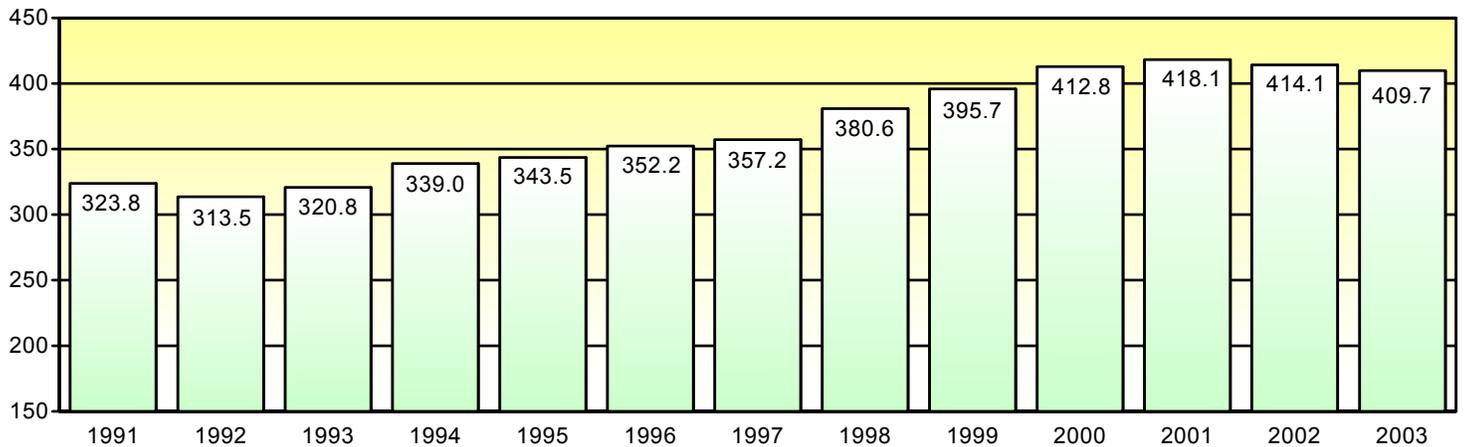
Unlinked Passenger Trips (Millions) — Light Rail 1991 — 2003



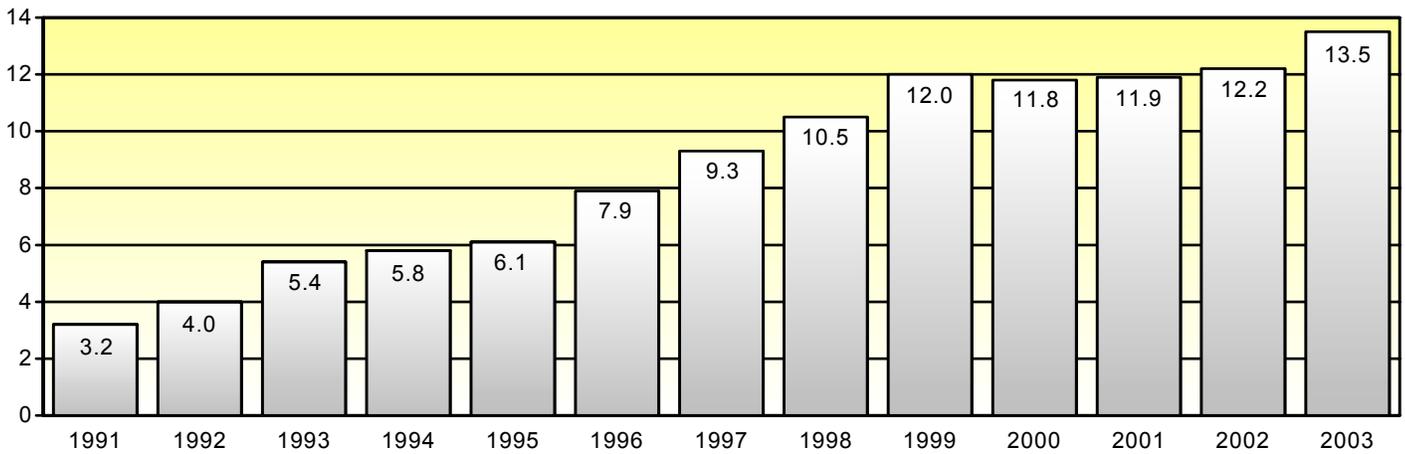
Unlinked Passenger Trips (Millions) — Heavy Rail 1991 — 2003



Unlinked Passenger Trips (Millions) — Commuter Rail 1991 — 2003



Unlinked Passenger Trips (Millions) — Vanpool 1991 — 2003

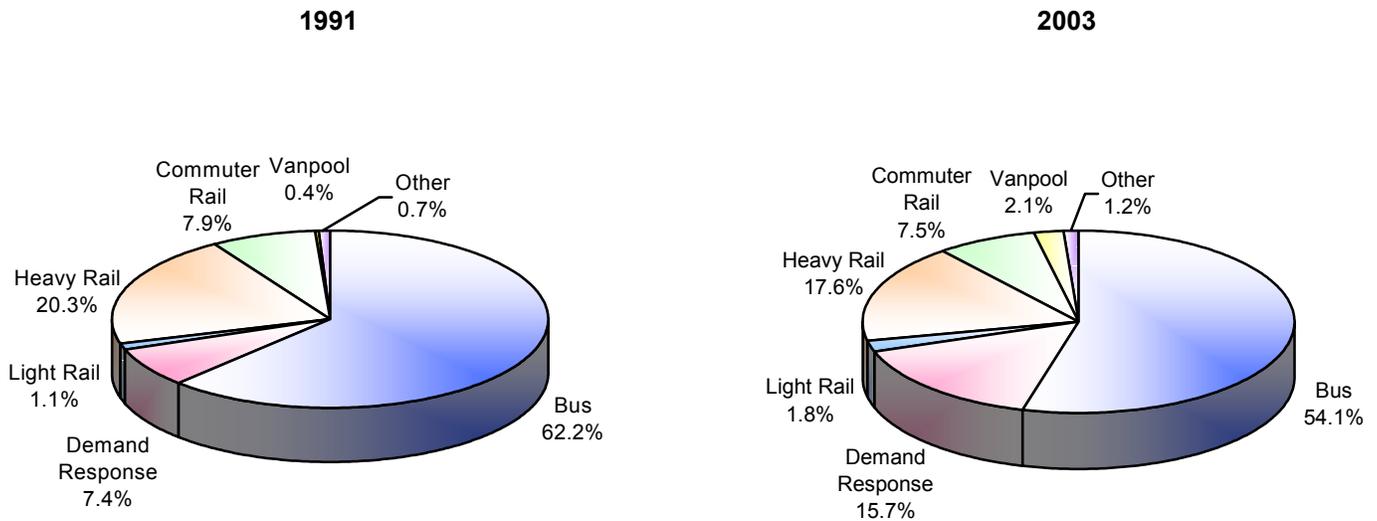


Distribution of Vehicle Revenue Miles and Unlinked Passenger Trips by Mode

The share of vehicle revenue miles for demand response has steadily increased from slightly more than 7 percent in 1991 to 16 percent in 2003 while the share of vehicle revenue miles for bus decreased from 62 percent to 54 percent.

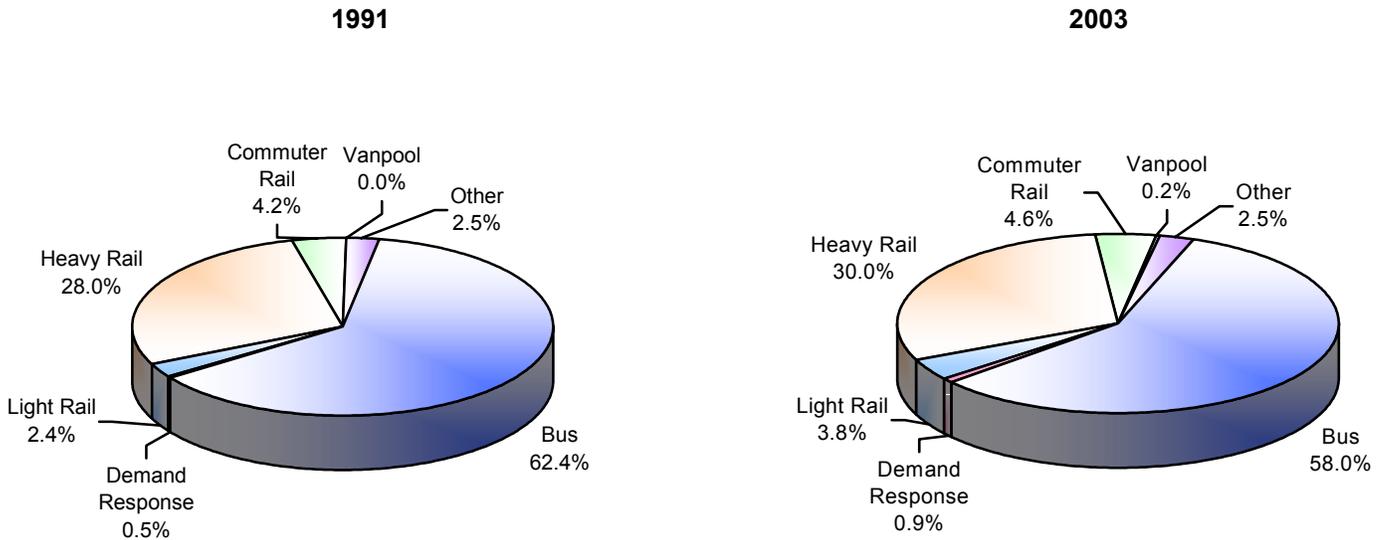
At the same time, the share of unlinked passenger trips for demand response remained below 1 percent, illustrating the low capacity nature of this service, while the share of unlinked passenger trips for bus decreased from nearly 62 percent in 1991 to 58 percent in 2003.

Distribution of Vehicle Revenue Miles



2003 National Transit Summaries and Trends

Distribution of Unlinked Passenger Trips



Relative Impact on Data by UZA Size Group

Concepts

Urbanized areas (as defined by the U.S. Census) are geographic areas with a population of 50,000 or more. According to the 2000 U.S. Census, there are 465 urbanized areas. For National Transit Database purposes, the NTST groups urbanized areas by three size categories:

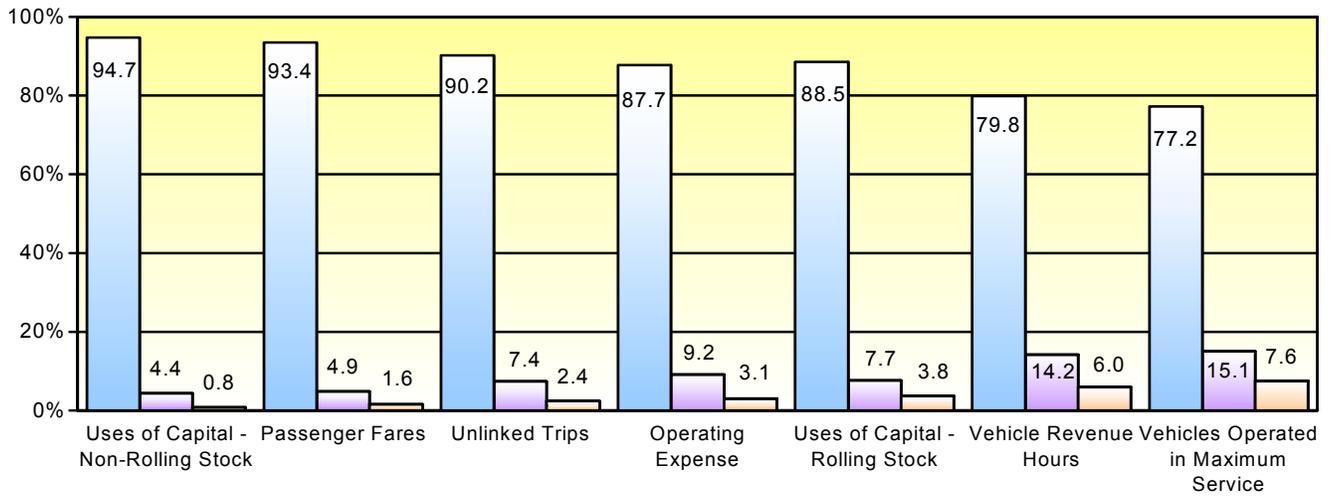
1. Large urbanized areas: population of more than 1 million (38 urbanized areas, 232 agencies or 37.8 percent of all agencies reporting).
2. Medium urbanized areas: population of more than 200,000 and less than 1 million (114 urbanized areas and 162 agencies or 26.4 percent of all agencies reporting).
3. Small urbanized areas: population of less than 200,000 and more than 50,000 (313 urbanized areas, 219 agencies or 35.7 percent of all agencies reporting).

Comments

National Transit Database data are highly concentrated in large urbanized areas. The reported data most heavily concentrated in large urbanized areas are:

- Capital investments in facilities and others — 94.7 percent
- Passenger fares — 93.4 percent
- Unlinked passenger trips — 90.2 percent

Relative Impact of the Data by UZA Size Group – 2003



- UZAs with More than 1 Million Population
- UZAs with More than 200,000 and Less than 1 Million Population
- UZAs with Less than 200,000 Population

2003 National Transit Summaries and Trends

Operating Costs and Performance Measures

Operating Expenses

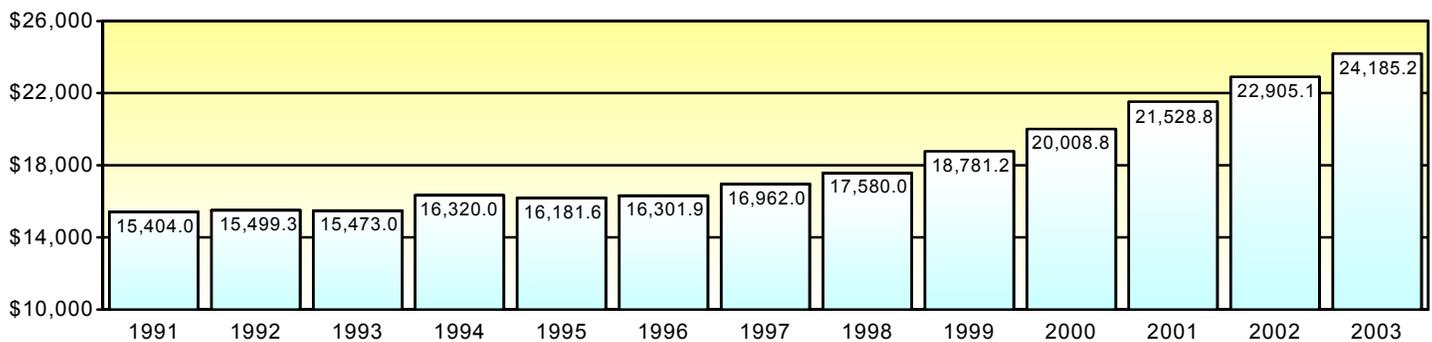
Concepts

Operating expenses are those expenses incurred by transit agencies that are associated with operating mass transportation services (vehicle operations, maintenance and administration). Reconciling items are expenses where accounting practices vary in the way transit agencies handle them due to local requirements. The NTST excludes reconciling items such as depreciation, interest expenses, leases and rentals.

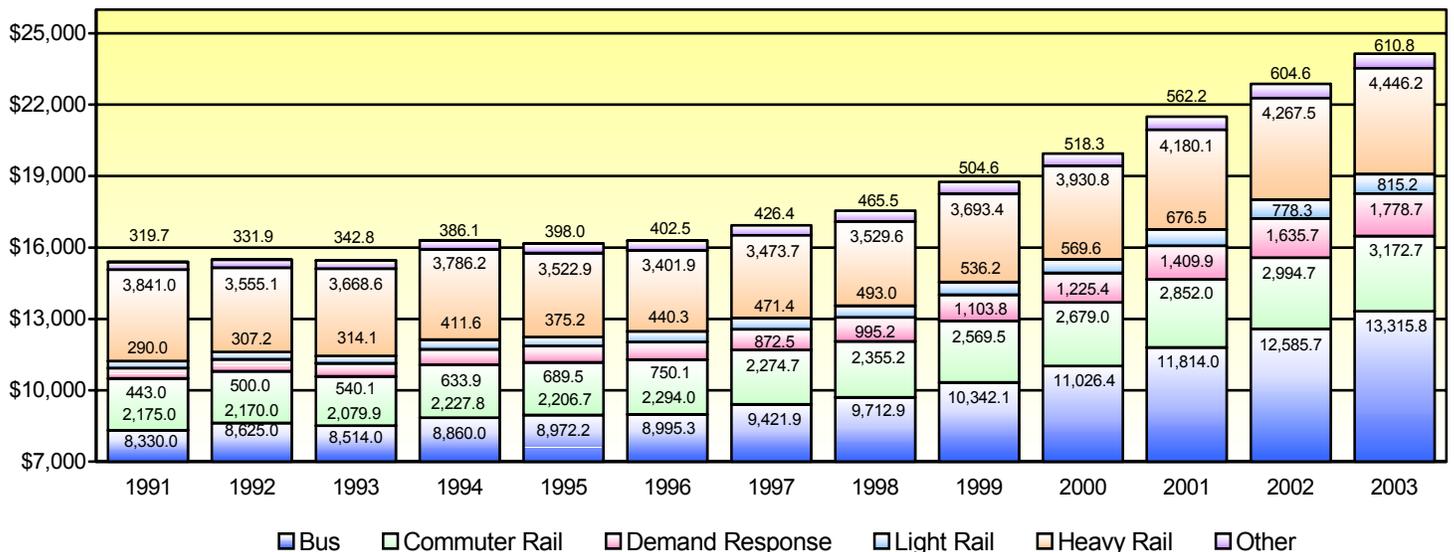
Comments

Operating expenses increased nearly 57 percent over the last 13 years, a rate higher than inflation over the same period (34.3 percent). The modes showing the highest increases were light rail, demand response and vanpool. These increases reflect the addition of new systems during the same period.

Total Operating Expense (Millions) 1991 — 2003



Total Operating Expense (Millions) by Mode 1991 — 2003



*Note: Vanpool data not represented above:

1991 - \$5.3, 1992 - \$10.1, 1993 - \$13.6, 1994 - \$14.9, 1995 - \$17.0, 1996 - \$17.8, 1997 - \$22.7, 1998 - \$28.4, 1999 - \$31.6
 2000 - \$32.2, 2001 - \$34.2, 2002 - \$38.6, 2003 - \$45.8

Operating Expense by Function and Object Class

Concepts

Operating expense data is reported by mode, function and object class. Function refers to the activity performed or cost center of a transit agency. Object class refers to groupings of expenses on the basis of goods or services purchased.

The four functions are:

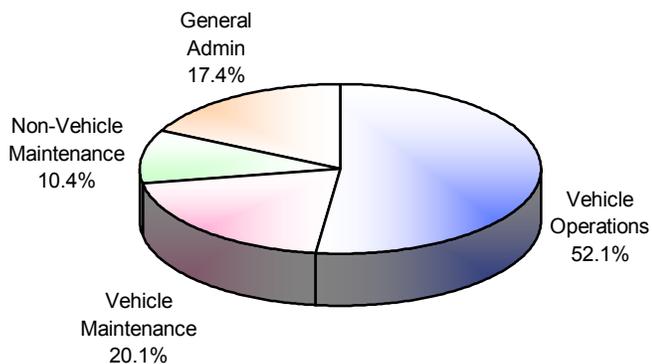
1. Vehicle operations
2. Vehicle maintenance
3. Non-vehicle maintenance
4. General administration.

Comments

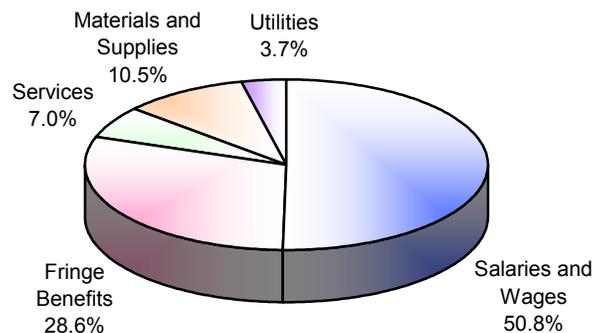
The transit industry is labor intensive. Salaries, wages and fringe benefits account for nearly 80 percent of the total directly operated expenditures. Fifty-two percent of total expenditures are devoted to vehicle operations.

Operating Expense — 2003

Operating Expense by Function



Operating Expense by Object Class — Directly Operated Service



Cost Effectiveness (Operating Expense per Unlinked Passenger Trip)

Concepts

Cost effectiveness is the relationship between service inputs and service consumption.

Service input is the quantity of resources expended to produce transit service, expressed in either monetary or non-monetary terms. Examples include operating cost (dollars expended for operations, maintenance and administration), employee hours (total operating, maintenance or administration), capital investment and energy (fuel cost or volume).

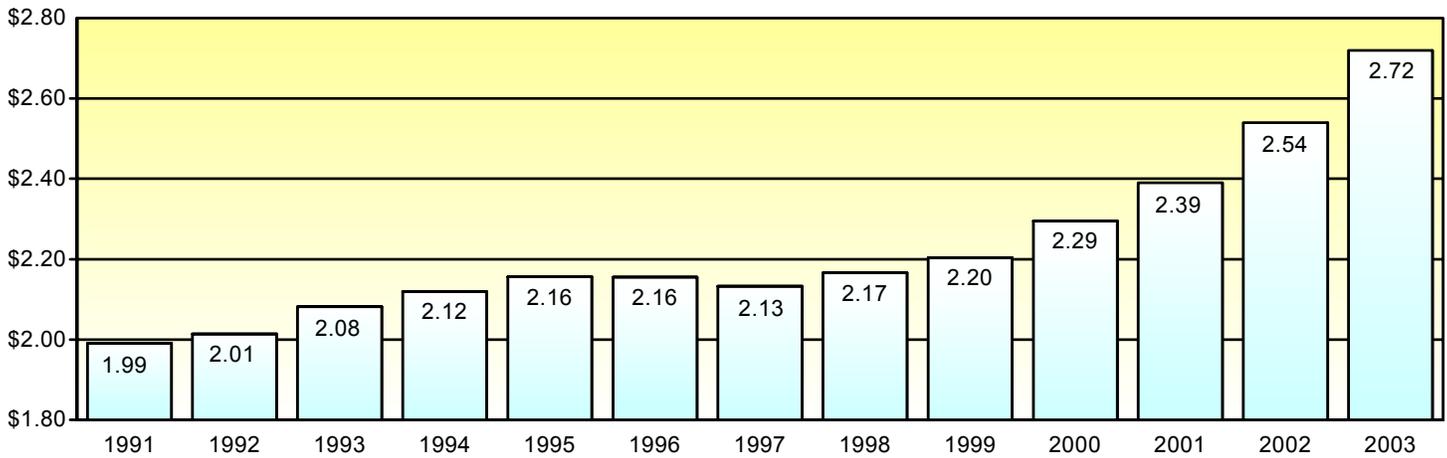
Service consumption is the amount of service used by the public expressed in either monetary or non-monetary terms. Examples include unlinked passenger trips, passenger miles and operating revenue.

Comments

Overall, operating expense per unlinked passenger trip increased 37 percent over the last 13 years, a rate nearly 3 percent greater than inflation (34.3 percent). With the exception of commuter rail and heavy rail all modes had increases greater than inflation.

2003 National Transit Summaries and Trends

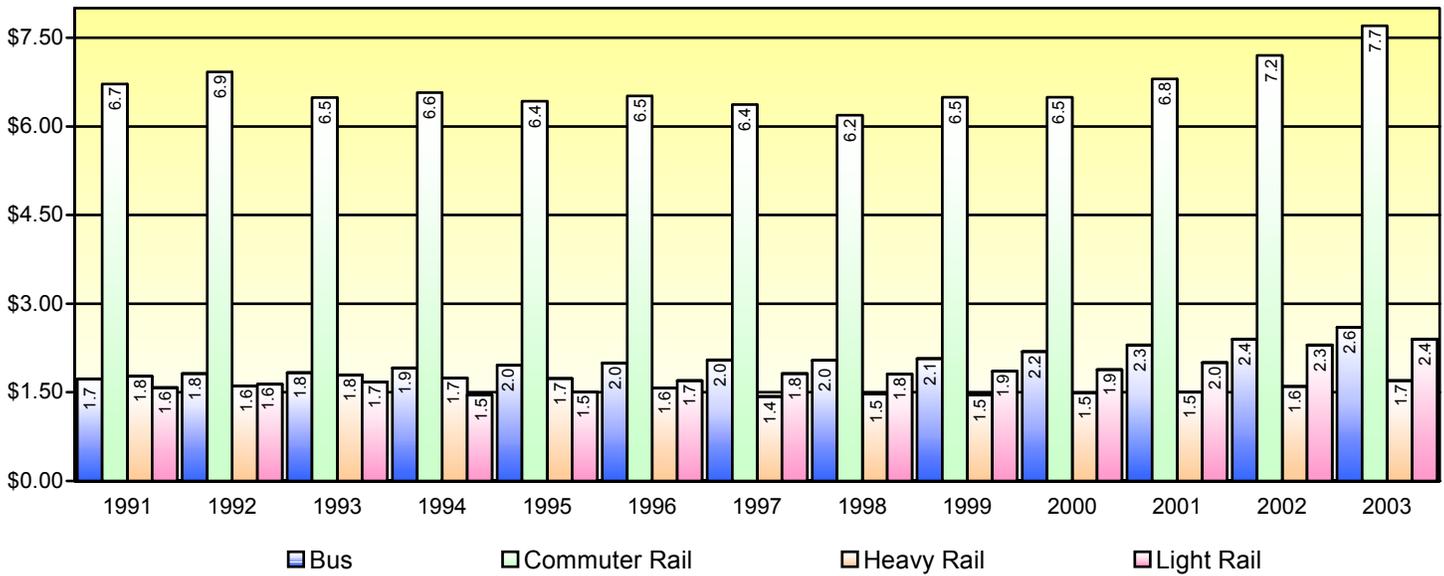
Operating Expense per Unlinked Passenger Trip 1991 — 2003



Operating Expense per Unlinked Passenger Trip 1991 — 2003

Year	Operating Expense (Millions)	Unlinked Passenger Trips (Millions)	Operating Expense per Unlinked Passenger Trip
1991	\$15,404.0	7,738.1	\$1.99
1992	\$15,499.3	7,696.2	\$2.01
1993	\$15,473.0	7,432.7	\$2.08
1994	\$16,320.0	7,701.6	\$2.12
1995	\$16,181.6	7,503.7	\$2.16
1996	\$16,301.9	7,564.6	\$2.16
1997	\$16,962.0	7,954.2	\$2.13
1998	\$17,580.0	8,115.1	\$2.17
1999	\$18,781.2	8,523.2	\$2.20
2000	\$20,008.7	8,719.9	\$2.29
2001	\$21,528.8	9,007.8	\$2.39
2002	\$22,905.1	9,016.7	\$2.54
2003	\$24,185.2	8,876.0	\$2.72
% Change	57.0%	14.7%	36.9%

Operating Expense per Unlinked Passenger Trip for Bus and Rail Modes 1991 — 2003



Cost Efficiency (Operating Expense per Vehicle Revenue Hour)

Concepts

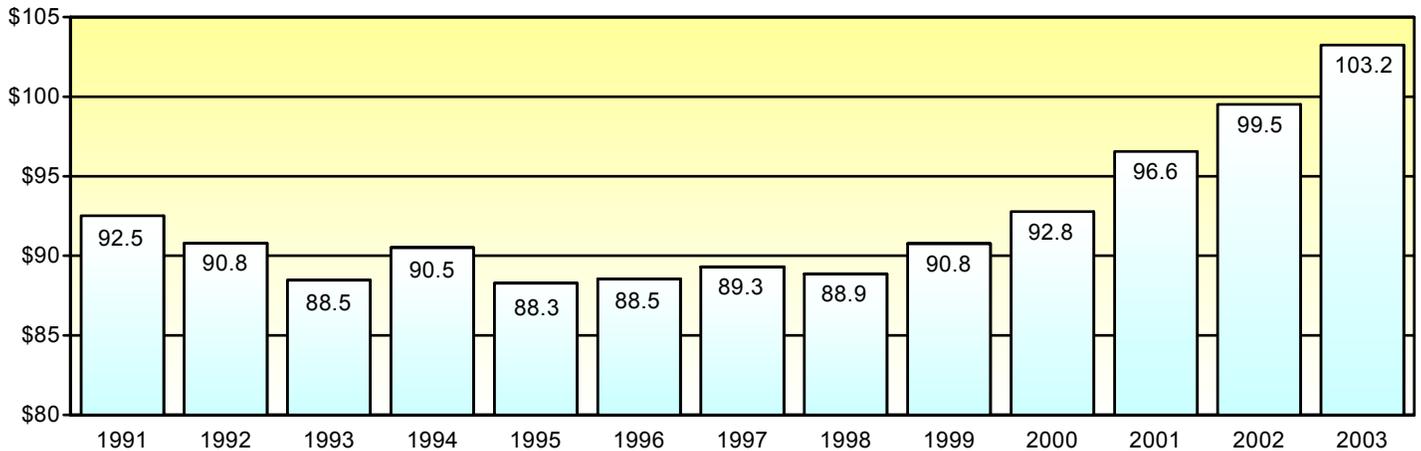
Cost efficiency is the relationship between service inputs and service outputs.

Service output is the quantity of service produced by a transit operator, expressed in non-monetary terms. Examples include vehicle hours (total and revenue), vehicle miles (total and revenue), capacity miles (total vehicle capacity times revenue mileage), service reliability (miles between system failures) and safety (number of accidents).

Comments

Overall, operating expense per vehicle revenue hour increased by approximately 12 percent over the last 13 years (inflation not factored into the rate).

Total Operating Expense per Vehicle Revenue Hour 1991 — 2003



2003 National Transit Summaries and Trends

Operating Expense per Vehicle Revenue Hour 1991 — 2003

Year	Operating Expense (Millions)	Vehicle Revenue Hours (Millions)	Operating Expense per Vehicle Revenue Hour
1991	\$15,404.0	166.5	\$92.52
1992	\$15,499.3	170.7	\$90.80
1993	\$15,473.0	174.9	\$88.47
1994	\$16,320.0	180.3	\$90.52
1995	\$16,181.6	183.3	\$88.28
1996	\$16,301.9	184.1	\$88.55
1997	\$16,962.0	189.9	\$89.32
1998	\$17,580.0	197.8	\$88.87
1999	\$18,781.2	206.9	\$90.77
2000	\$20,008.7	215.7	\$92.77
2001	\$21,528.8	223.0	\$96.56
2002	\$22,905.1	230.2	\$99.50
2003	\$24,185.2	234.3	\$103.22
% Change	57.0%	40.7%	11.6%

Service Effectiveness

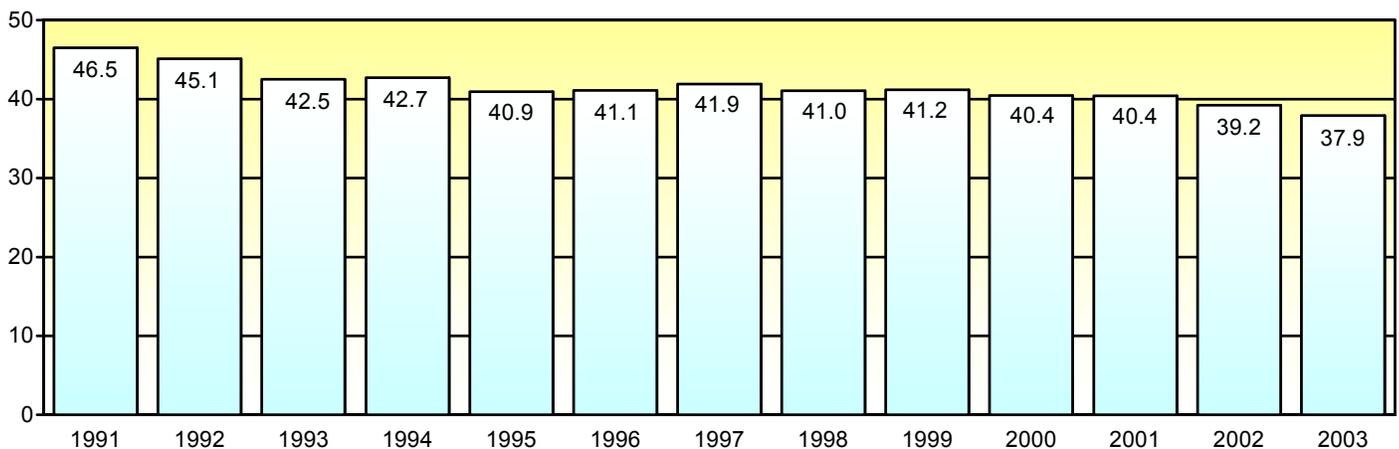
Concepts

Service effectiveness is the relationship between service outputs and service consumption.

Comments

Unlinked passenger trips per vehicle revenue hour decreased by 19 percent from 1991 to 2003. This was due to increased service supplied for bus mode in low density urbanized areas and increased demand for low capacity modes such as demand response and vanpool.

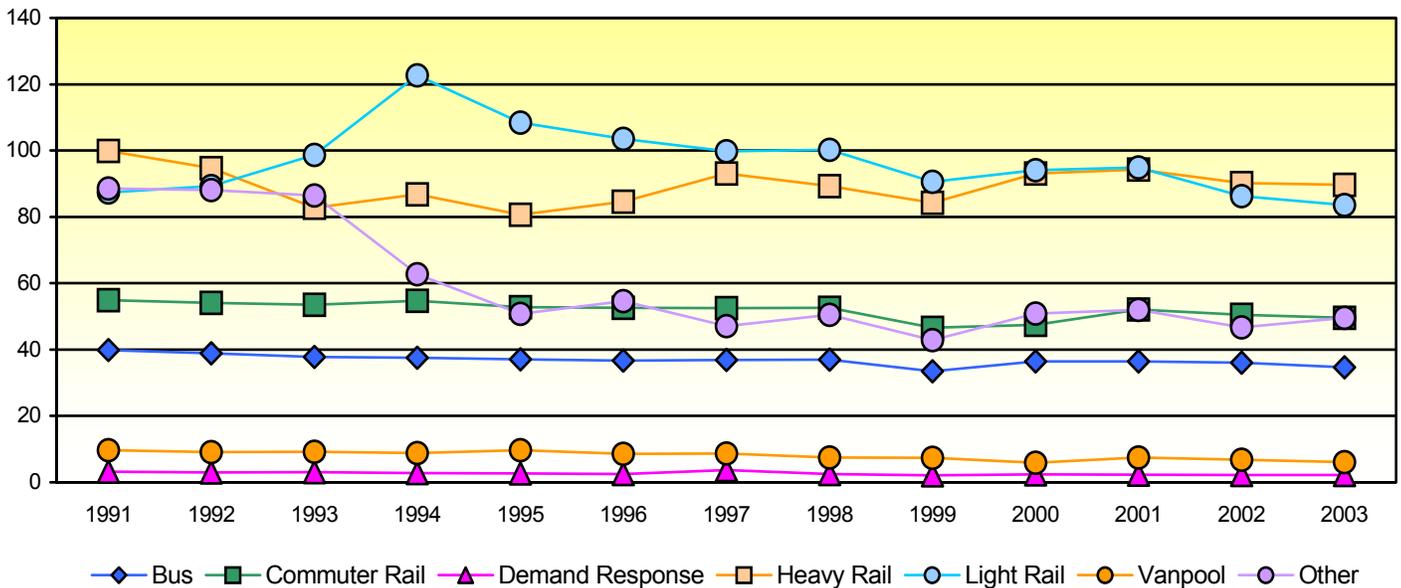
Unlinked Passenger Trip per Vehicle Revenue Hour 1991 — 2003



Unlinked Passenger Trip per Vehicle Revenue Hour 1991 — 2003

Year	Unlinked Passenger Trips (Millions)	Vehicle Revenue Hours (Millions)	Unlinked Passenger Trips per Vehicle Revenue Hour
1991	7,738.1	166.5	46.5
1992	7,696.2	170.7	45.1
1993	7,432.7	174.9	42.5
1994	7,701.6	180.3	42.7
1995	7,503.7	183.3	40.9
1996	7,564.6	184.1	41.1
1997	7,954.2	189.9	41.9
1998	8,115.1	197.8	41.0
1999	8,523.2	206.9	41.2
2000	8,719.9	215.7	40.4
2001	9,007.8	223.0	40.4
2002	9,016.7	230.2	39.2
2003	8,876.0	234.3	37.9
% Change	14.7%	40.7%	-18.5%

Unlinked Passenger Trip per Vehicle Revenue Hour by Mode 1991 — 2003



2003 National Transit Summaries and Trends

Quality of Transit Service

Fatalities

Concepts

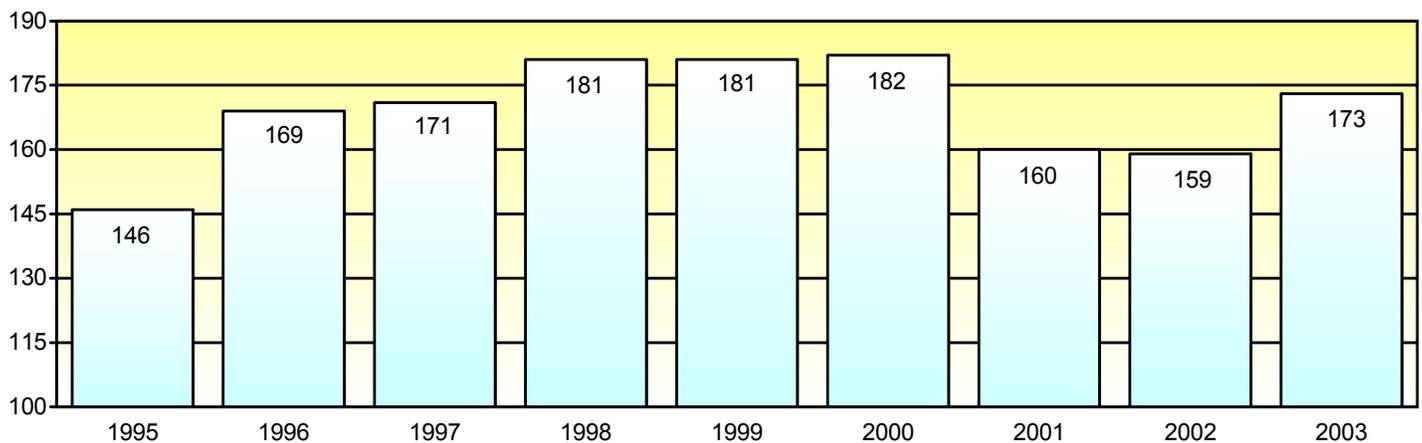
A fatality is defined as a transit-caused death confirmed within 30 days following an accident.

Individuals Involved

Fatalities are categorized according to six categories of individuals:

1. Passengers: A person who is on board a transit vehicle or who is boarding / alighting, including those using ramps and lifts.
2. Transit facility occupants: A person who is inside the public passenger area of transit revenue facility. Employees, other workers or trespassers are not transit facility occupants.
3. Employees: An individual who is compensated by the transit agency.
4. Other workers: A person who is not employed by the transit agency or a purchased transportation (PT) provider contracted to provide specific services to the transit agency.
5. Trespassers: A person in an area of the transit property that is prohibited for public use.
6. Others: A person who is not a passenger, transit facility occupant, employee, other worker or trespasser.

Total Fatalities (*) 1995 — 2003



(*) Excludes suicides and Commuter Rail — January 2003 - December 2003

Total Fatalities 1995 — 2003

Year	Total Fatalities	Year	Total Fatalities
1995	146	2000	182
1996	169	2001	160
1997	171	2002	159
1998	181	2003	173
1999	181		

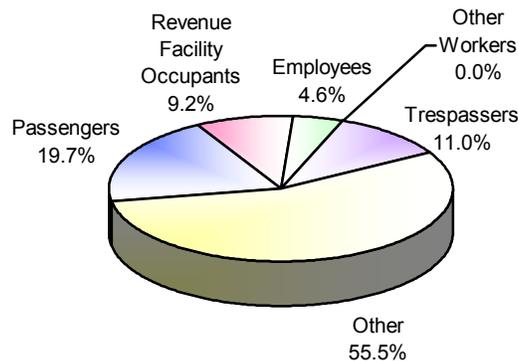
Distribution of Fatalities

Comments

Most victims in transit-related accidents are non-passengers. Passenger fatalities account for 19.7 percent of all fatalities (excluding suicides).

Distribution of Fatalities (Excluding Suicides) 2003

(*) Does not include Commuter Rail



Reliability

Miles between Major System Failures — Bus

Concepts

A major failure is a failure of a mechanical or electrical component of a revenue vehicle that prevents the vehicle from completing a scheduled revenue trip, starting the next revenue trip because actual movement is limited, or because of safety concerns.

Mechanical failures include, but are not limited to: the breakdown of air equipment, brakes, doors, engine cooling system, steering and front axle, rear axle and suspension and torque converters.

Vehicle miles are the total miles that a vehicle travels while in service (actual vehicle revenue miles and deadhead miles). See Transit in the United States for definitions of vehicle revenue miles and deadhead miles.

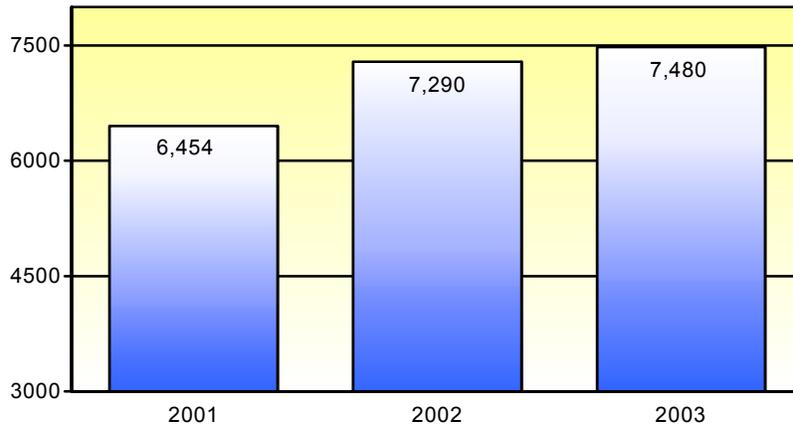
Comments

Due to changes in the definition of major and minor system failures over the years, only the years 2001 through 2003 are shown in the NTST.

Miles between major system failures increased by 56 percent from 2001 through 2003 and may be related to a reduction in the bus average fleet age.

2003 National Transit Summaries and Trends

Miles between Major System Failures — Bus 2001 — 2003



Miles between Major System Failures (Directly Operated Service) 2001 — 2003

Year	Major System Failures	Vehicle Miles (Millions)	Vehicle Miles (Millions) Between Major System Failures
2001	296,480	1,913.4	6,453.8
2002	261,342	1,905.2	7,290.1
2003	248,968	1,862.3	7,480.2
% Change	-28.4%	11.4%	55.6%

ADA Compliance — Bus

ADA Lift- or Ramp-equipped

Concepts

The American with Disabilities Act of 1990 requires transit agencies be accessible to individuals with special needs. For the NTST, buses fall into the following categories:

- Type “A” are equipped with more than 35 seats
- Type “B” are equipped with 25 – 35 seats
- Type “C” are equipped with less than 25 seats
- Articulated buses are extra-long buses that measure between 54 and 60 feet.

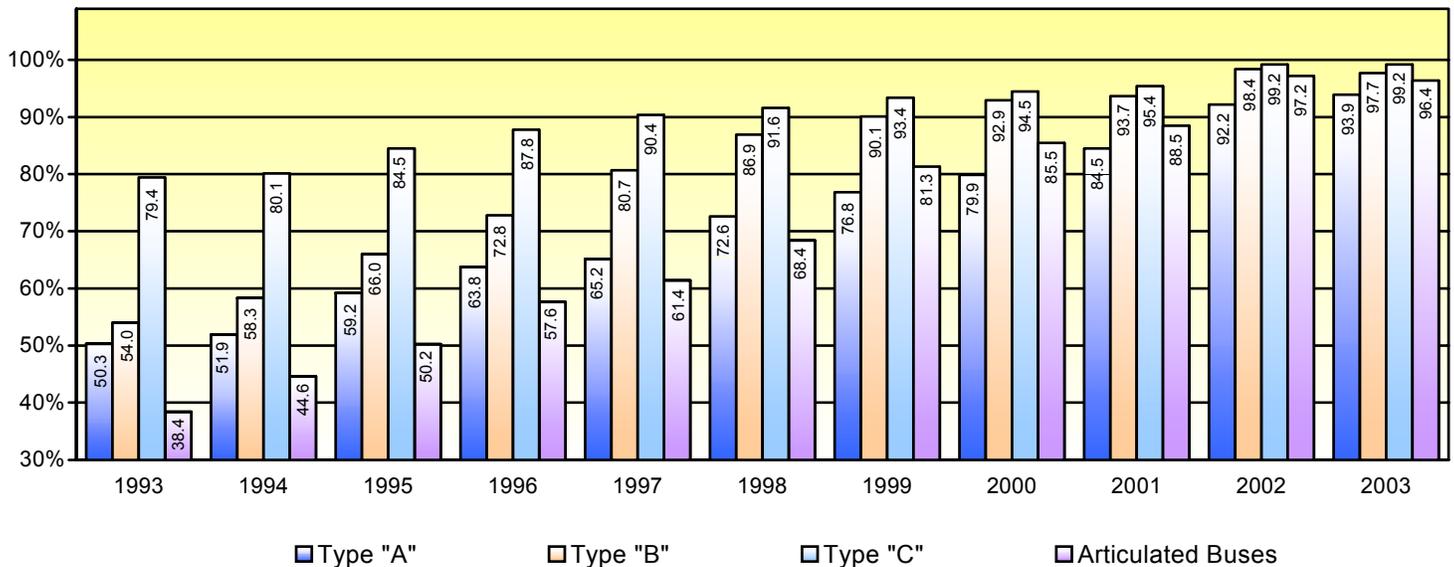
Comments

Historically, type “C” buses have comprised the largest percentage of lift- or ramp-equipped vehicles, currently showing a 99 percent level of compliance. This is expected due to this class’ low average fleet age.

- Type “B” bus compliance increased from 54 percent in 1993 to 97.7 percent in 2003.
- Type “C” bus compliance increased from 50.3 percent in 1993 to 99.2 percent in 2003.
- Articulated bus compliance increased from 38 percent in 1993 to 96.4 percent in 2003.

Note: Data are not available prior to 1993.

ADA Lift- or Ramp-Equipped Buses 1993 — 2003



2003 National Transit Summaries and Trends

Funding Transit Operations

Operating Funding

Concepts

Operating funds are the funds transit agencies receive from Federal, state, local and directly generated sources that are applied for operating expenditures. These funds are applied in the year in which they resulted in liabilities for benefits received whether or not receipt of the funds actually took place within the report year.

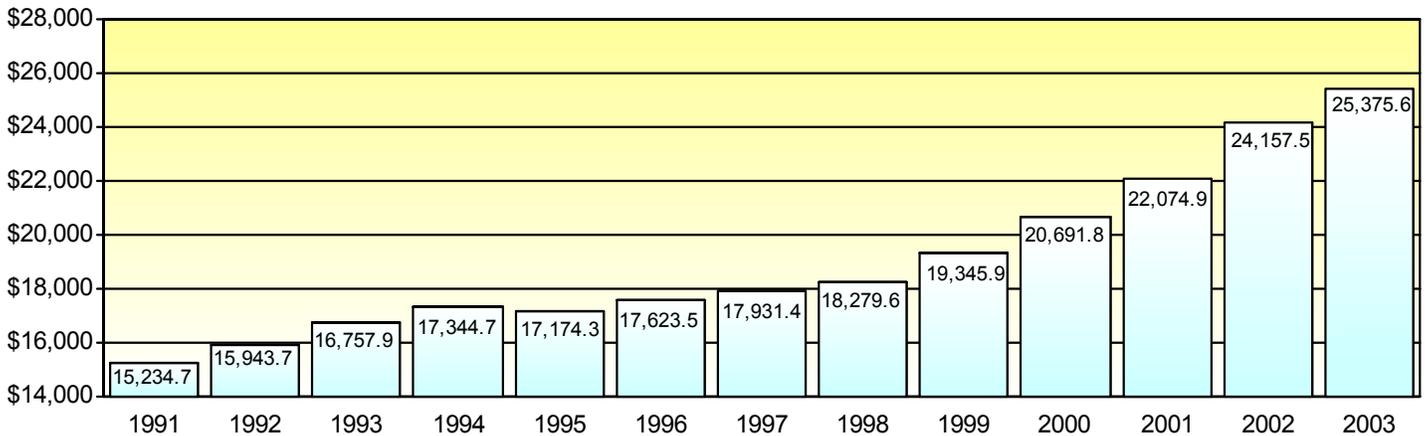
Federal funds are financial assistance used to defray some of the operating costs to provide transit service.

Comments

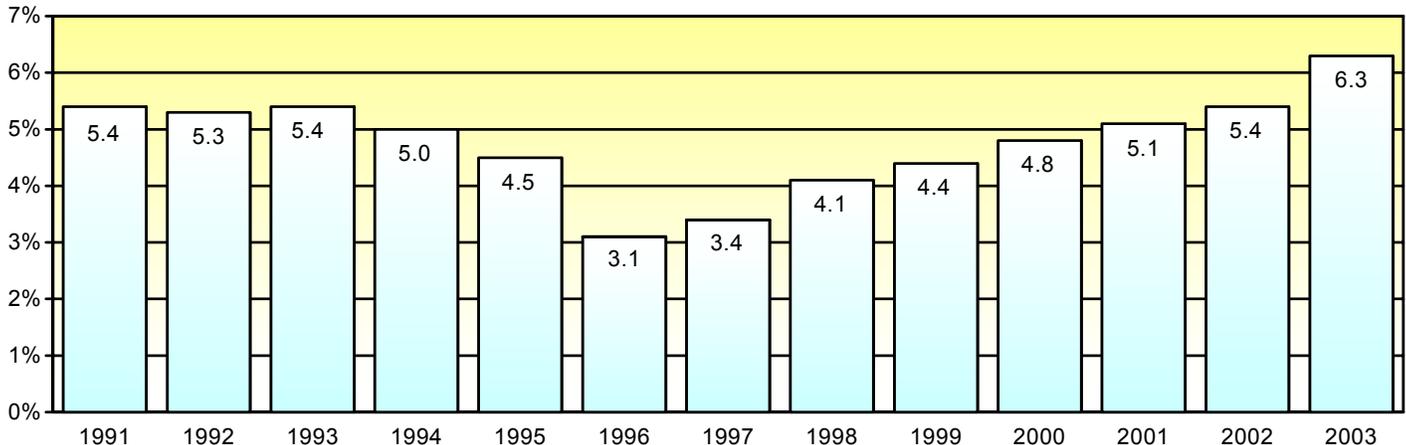
Operating funds applied to transit operations increased 66.6 percent, a rate greater than inflation during the period (34.3 percent).

Note: Capital funds used to pay for operating expenses can no longer be determined due to reporting changes introduced in 2002. In past years capitalized operating funds were shown under Capital Investment. They are now included in the Funding Transit Operations section, and the data for the period from 1998-2001 has been revised to be consistent with the 2002 and 2003 data.

Total Operating Funding (Millions) 1991 — 2003



Federal Operating Assistance as a Percentage of Operating Funds 1991 — 2003

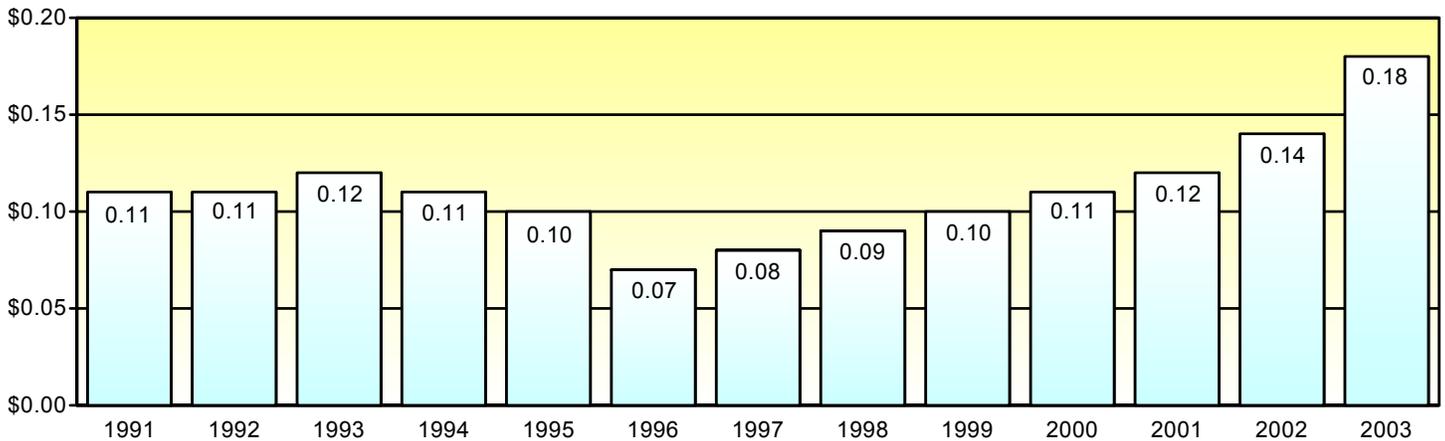


Federal Operating Assistance per Passenger – Total and by Urbanized Area Size

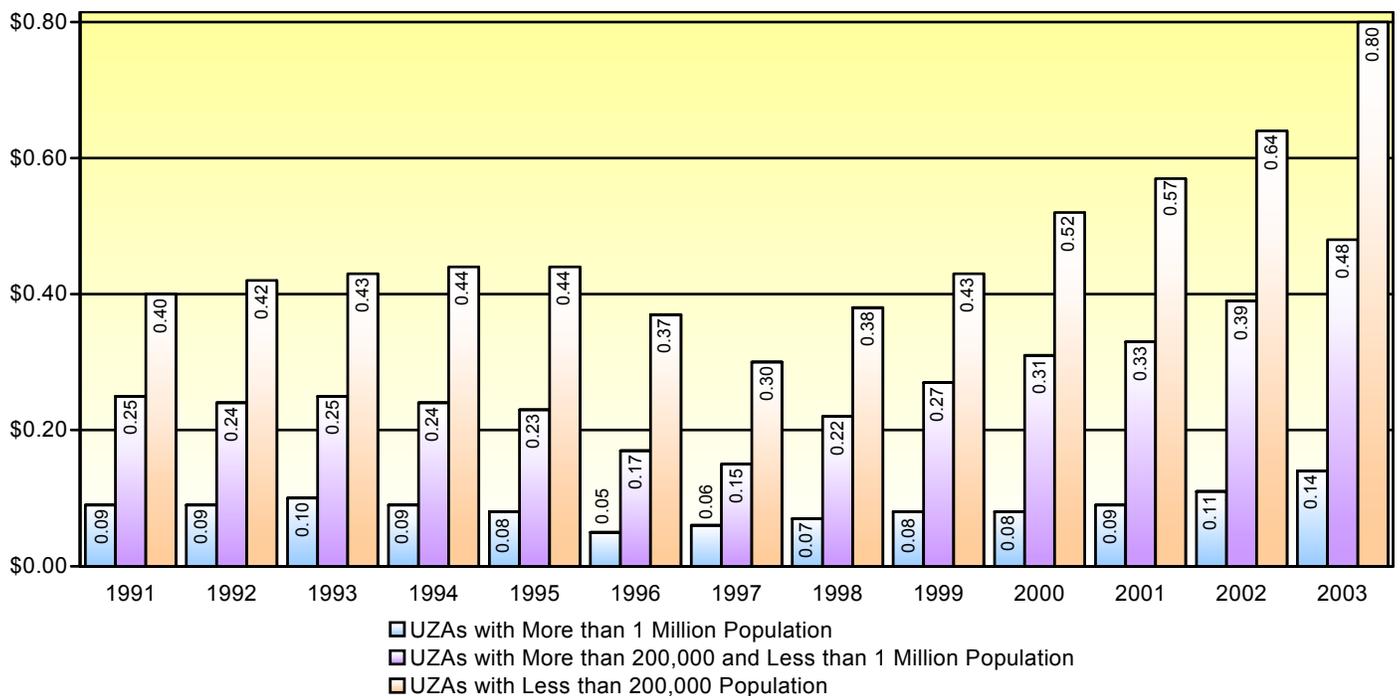
Comments

Note: Capital funds used to pay for operating expenses can no longer be determined due to reporting changes introduced in 2002. In past years capitalized operating funds were shown under Capital Investment. They are now included in the Funding Transit Operations section, and the data for the period from 1998 – 2001 has been revised to be consistent with the 2002 and 2003 data.

Total Federal Operating Assistance per Passenger 1991 — 2003

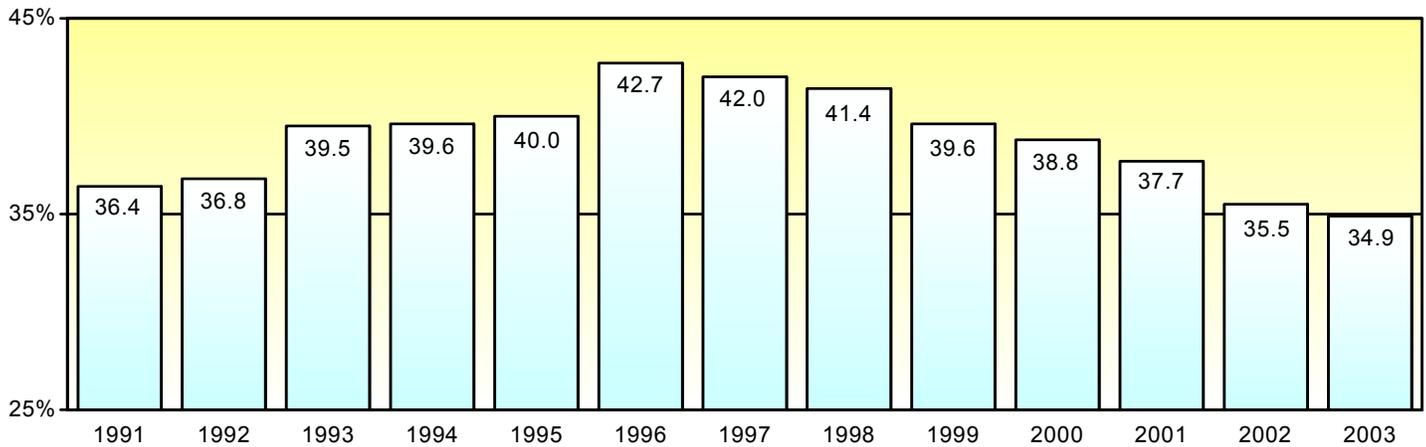


Federal Operating Assistance per Passenger by Urbanized Area Size 1991 — 2003



2003 National Transit Summaries and Trends

Recovery Ratio 1991 — 2003



Recovery Ratio (Fare Revenues per Operating Expense)

Concepts

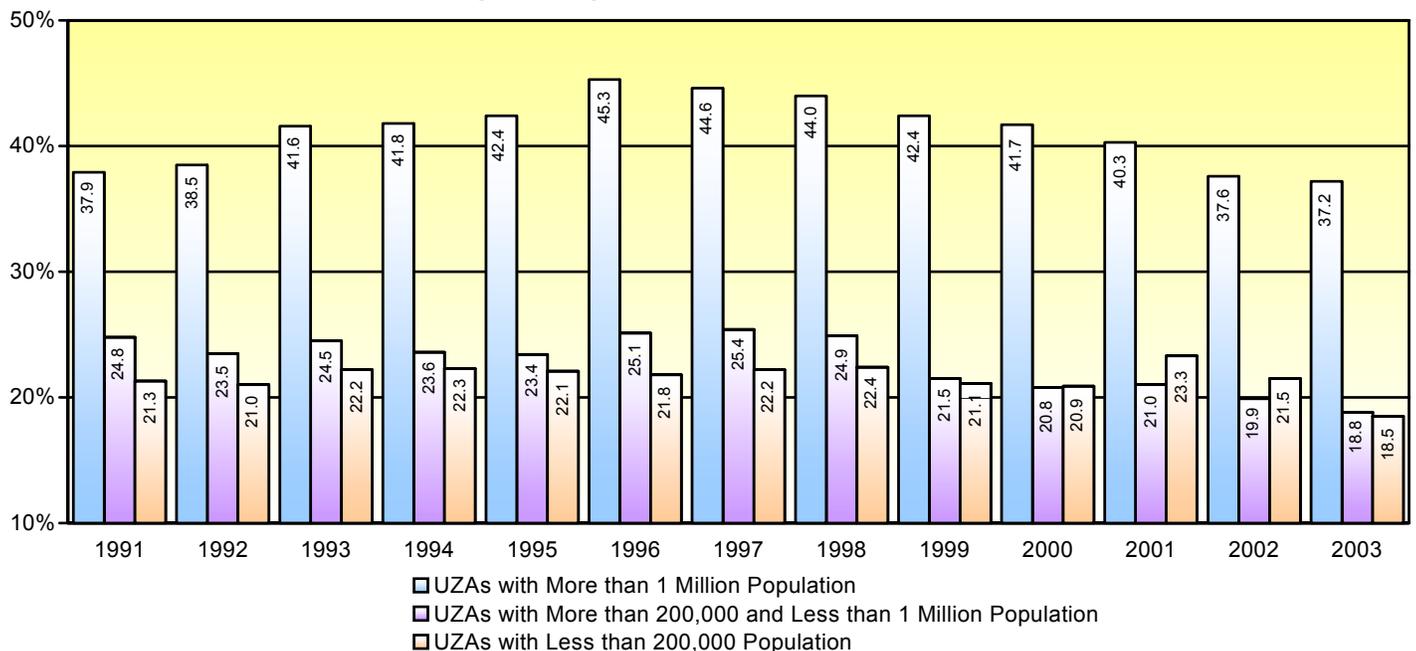
Fare revenues are funds earned carrying passengers in regularly scheduled service. It includes the base fare, zone premiums, express service premiums, extra cost transfers and quality purchase discounts applicable to the passenger's ride.

Recovery ratio (also known as working ratio) is the percentage of operating expenses paid through fare revenues.

Comments

After a period of increase and then decrease, recovery ratio is at an all time low.

Recovery Ratio by Urbanized Area Size 1991 — 2003



Subsidy per Passenger

Concepts

Subsidies are financial assistance received from Federal, state and local governments. Subsidies also include directly generated funds including: grants from private foundations, directly levied taxes and other funds dedicated to transit.

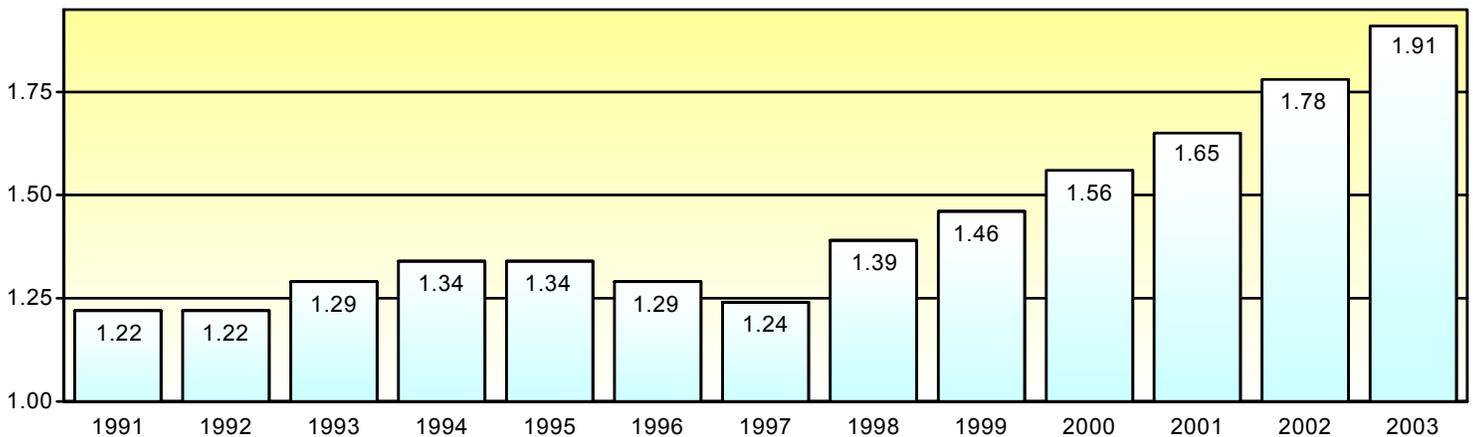
Comments

Subsidy per passenger increased approximately 57 percent over the last 13 years, while the rate of inflation was 34.3 percent.

Medium and small urbanized areas had a rate of increase greater than the rate for large urbanized areas. This is due in part to the expansion of fixed route service in low density areas combined with the expansion in demand response services. Demand response service accounts for a substantial portion of the service provided in medium and small urbanized areas.

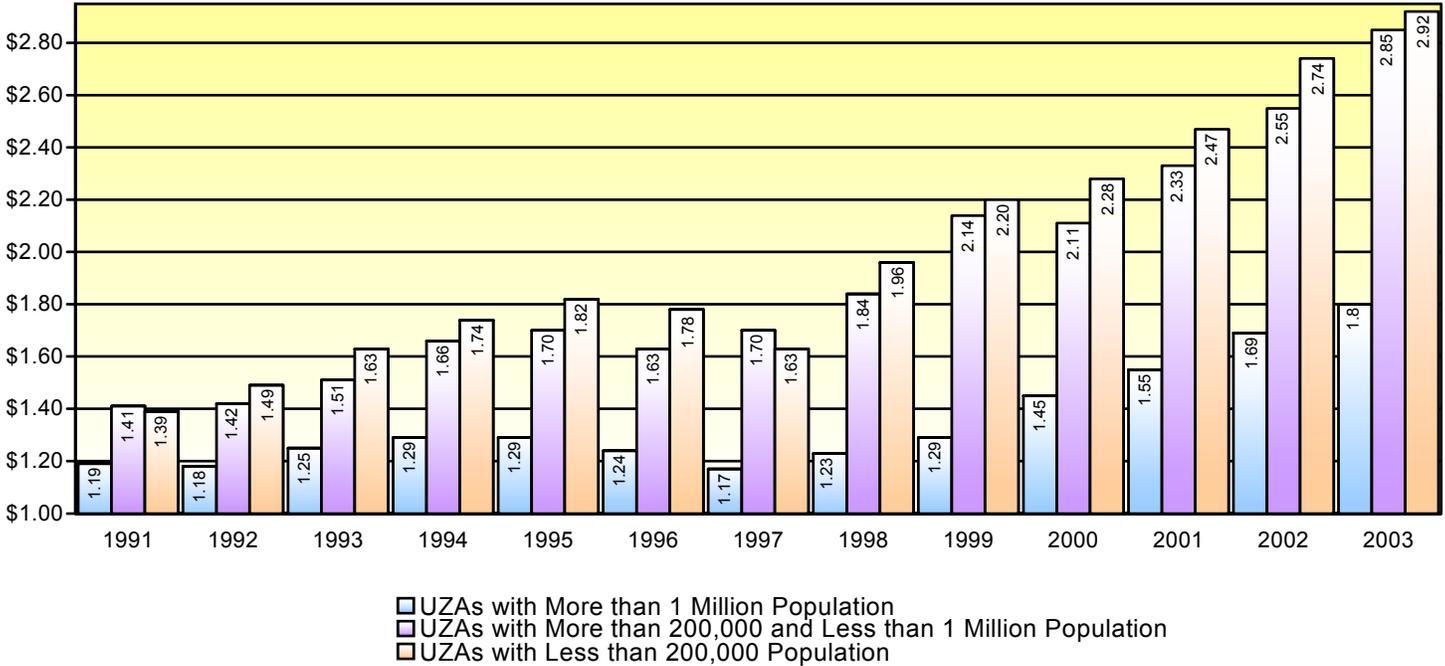
Note: Capital funds used to pay for operating expenses can no longer be determined due to reporting changes introduced in 2002. In past years capitalized operating funds were shown under Capital Investment. They are now included in the Funding Transit Operations section, and the data for the period from 1998 – 2001 has been revised to be consistent with the 2002 and 2003 data.

Total Operating Subsidy per Passenger 1991 — 2003



2003 National Transit Summaries and Trends

Total Subsidy per Passenger by Urbanized Area Size 1991 — 2003



Operating Funding Sources by UZA

Concepts

Operating funding sources include:

- Fare revenues
- Federal assistance
- State assistance
- Local assistance
- Other funds.

Other funds include non-transportation funds, subsidies from other sectors of operations, auxiliary transportation funds, charter service, freight tariffs, school bus funds and directly levied taxes.

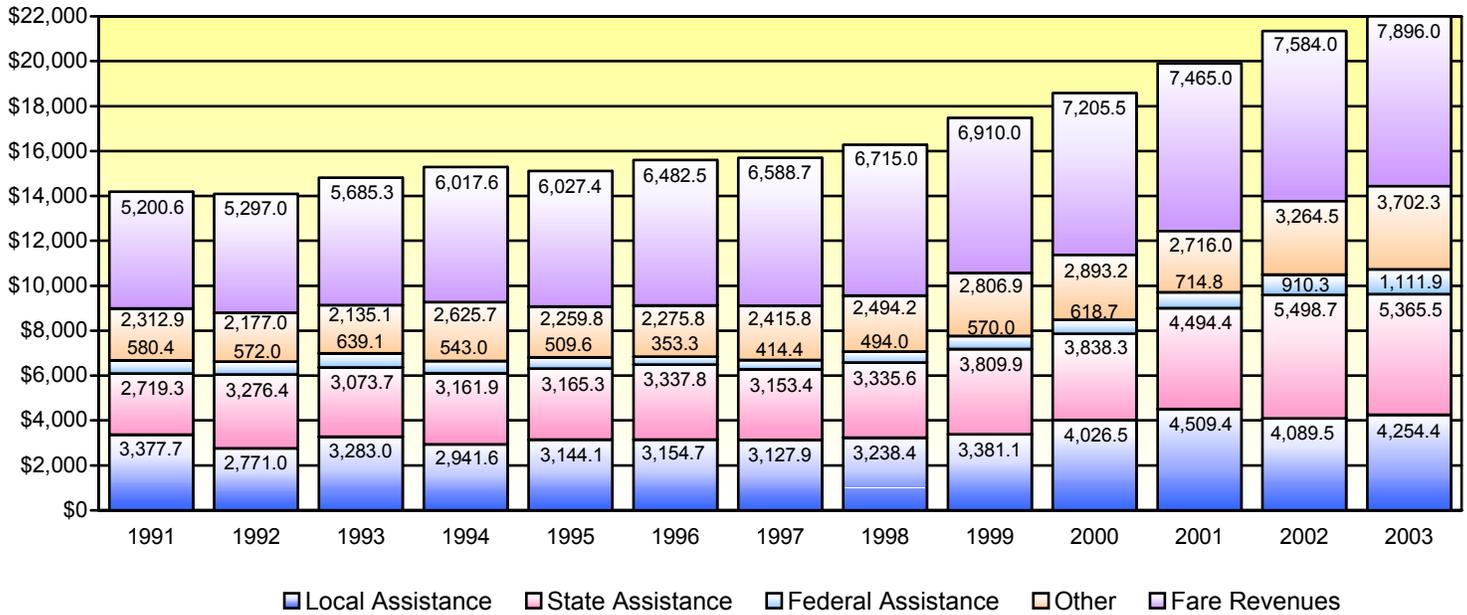
Comments

For large urbanized areas, fare revenues, Federal assistance and other funding shares remained stable from 1991 to 2003. State and Local assistance switched ranks, and State funds were the second highest funding source after fare revenues in 2003.

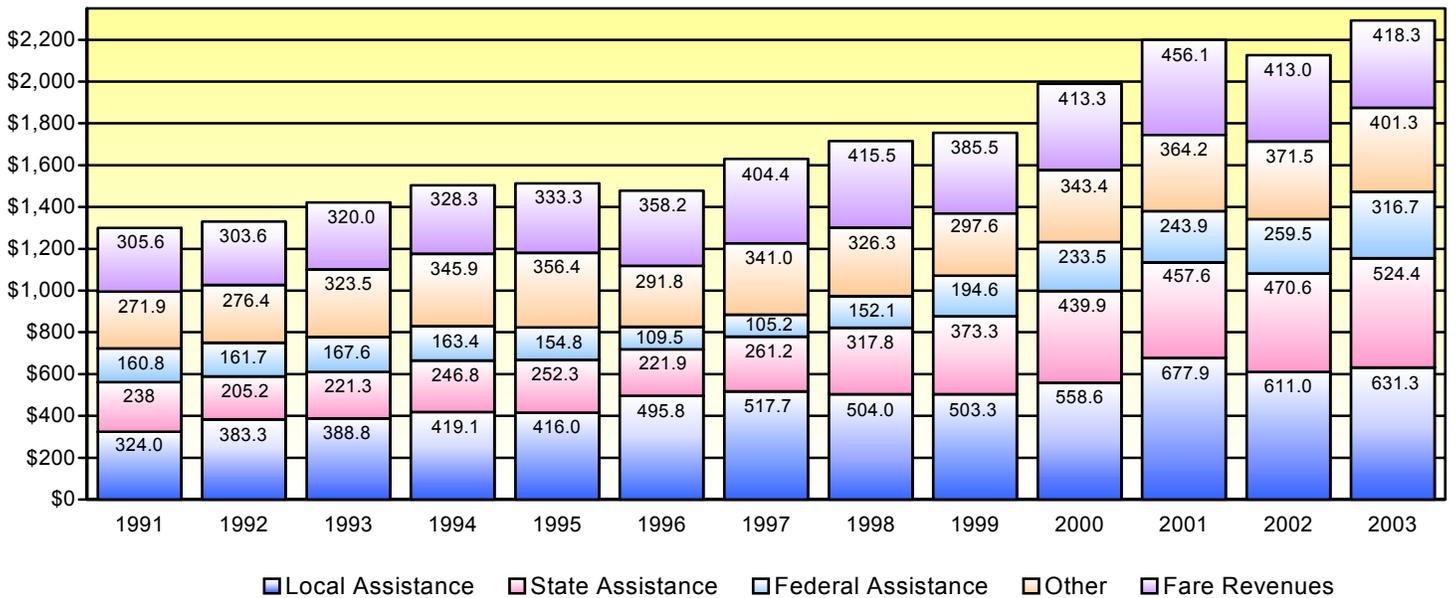
Small and medium urbanized areas are more dependent upon operating subsidies than large urbanized areas. Fare revenues account for approximately 18 percent for these areas.

Operating Funding Sources (Millions) by Urbanized Area Size 1991 — 2003

UZAs with More than 1 Million Population

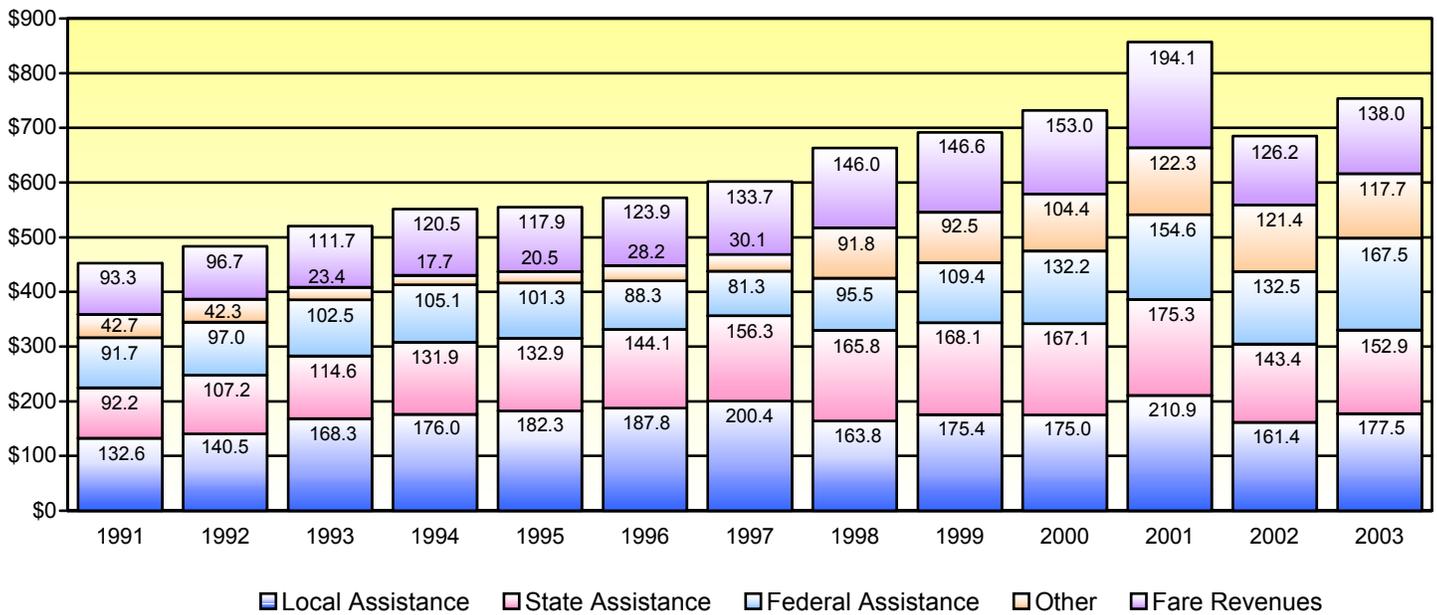


UZAs with More than 200,000 and Less than 1 Million Population



2003 National Transit Summaries and Trends

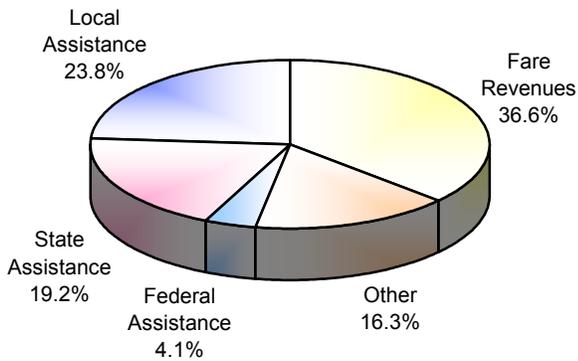
UZAs with Less than 200,000 Population



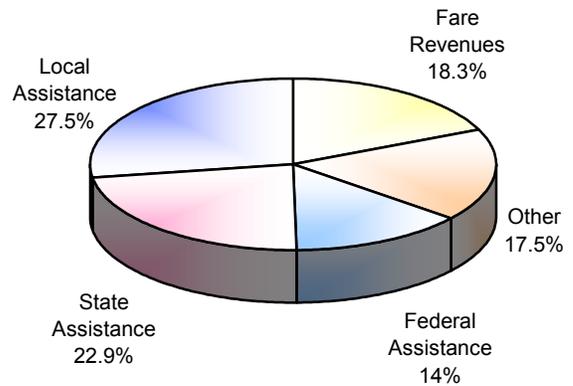
Comparison of Share Funding Sources by UZAs

UZAs with More than 1 Million Population

1991



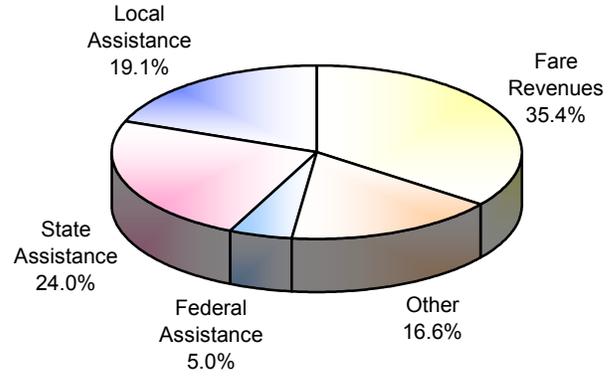
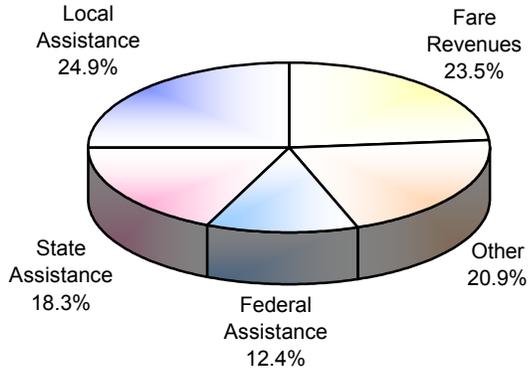
2003



UZAs with More than 200,000 and Less than 1 Million Population

1991

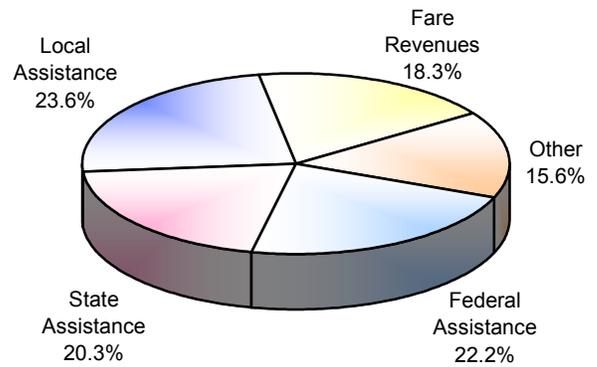
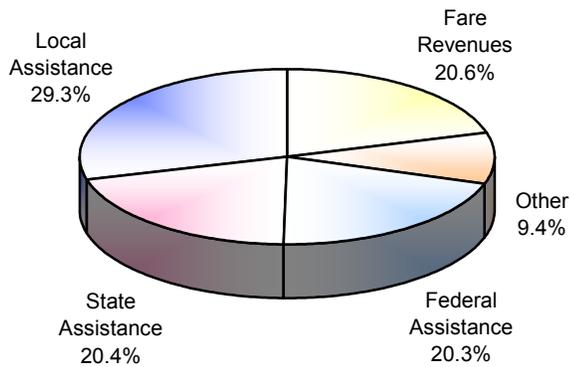
2003



UZAs with Less than 200,000 Population

1991

2003



2003 National Transit Summaries and Trends

Capital Investment in Transit

Concepts

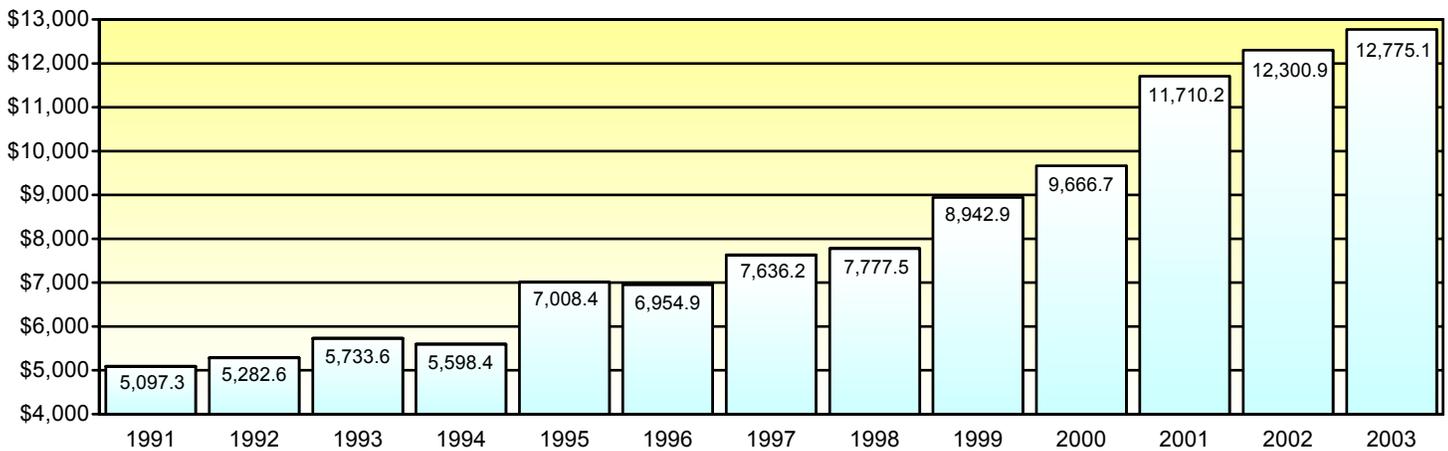
Capital funds are the funds that the transit agencies receive from Federal, state, local and directly generated sources and applied to capital projects. Directly generated sources include any funds generated or donated directly to the transit agency including passenger fares, advertising revenues, donations and grants from private entities.

Comments

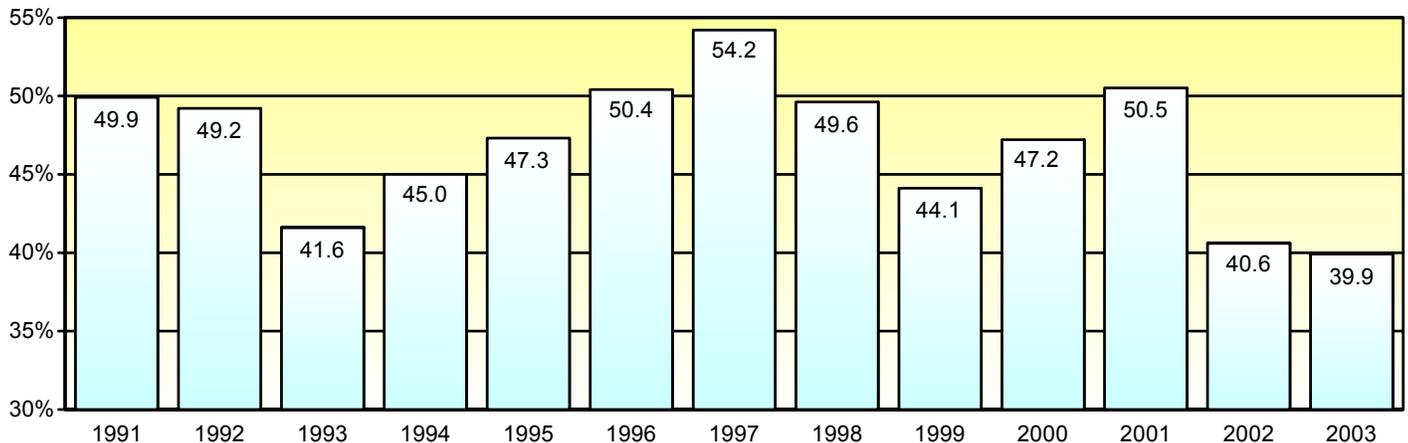
Capital investment increased by nearly 151 percent over the last 13 years, while inflation rose 34.3 percent. The role of the Federal government accounted on average for approximately 47 percent of all capital invested in transit.

Note: Capital funds used to pay for operating expenses are not included.

Total Capital Assistance (Millions) 1991 — 2003



Federal Share of Total Capital Assistance 1991 — 2003

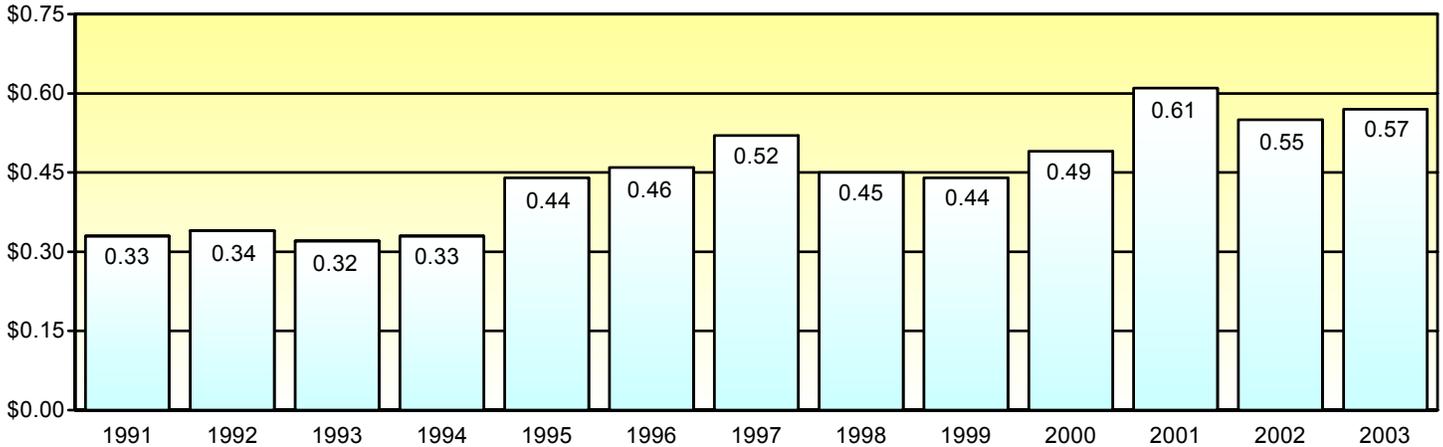


Federal Capital Assistance per Unlinked Passenger Trip

Comments

Federal assistance per unlinked passenger trip increased by 72 percent from 1991 — 2003.

Federal Capital Assistance per Unlinked Passenger Trip 1991 — 2003



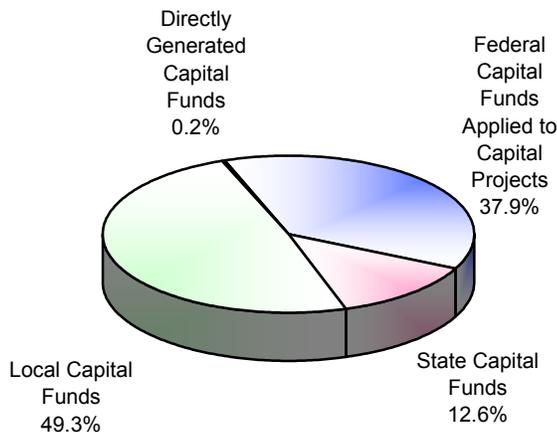
Sources of Capital Funding by UZA

Comments

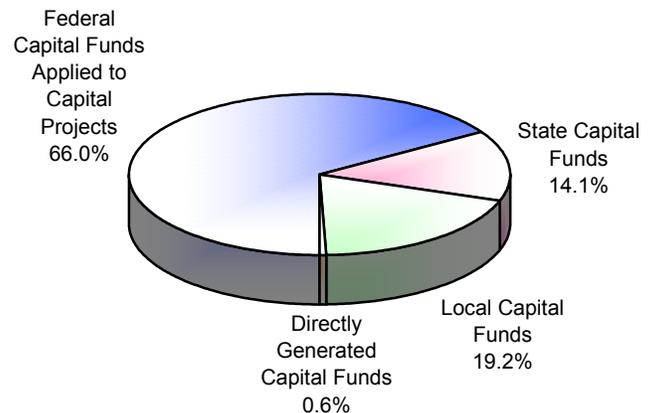
Most of capital invested in transit comes from Federal sources. Federal funds account for most of all capital invested in small and medium urbanized areas. Large urbanized areas rely primarily on Federal funds and directly levied taxes to pay for capital projects.

Sources of Capital Assistance by Urbanized Area Size

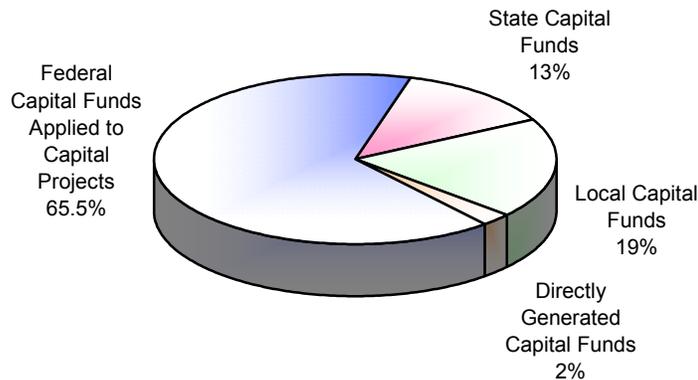
UZAs with more than 1 Million Population



UZAs with More than 200,000 and Less than 1 Million Population



UZAs with Less than 200,000 Population



Capital Expenditures

Concepts

Uses of capital were reported until 2001 by mode in three major categories:

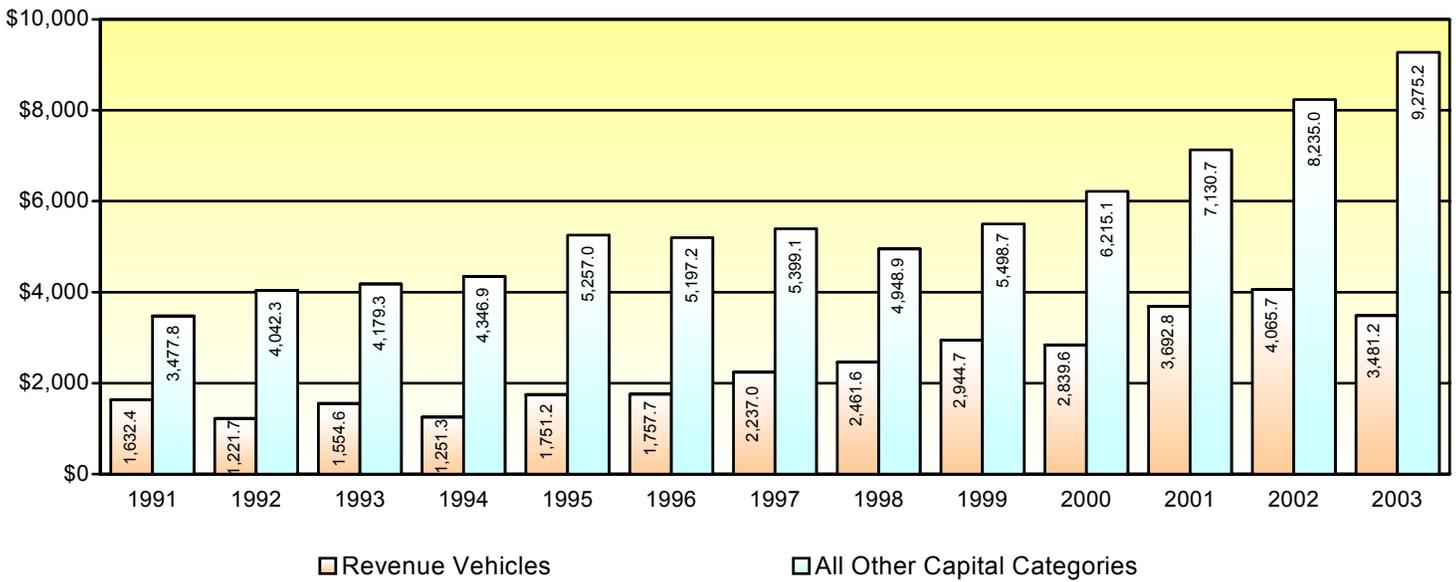
1. Rolling stock
2. Facilities
3. Other capital projects.

All exhibits depicting Uses of Capital show rolling stock, and combined facilities and other into a single category.

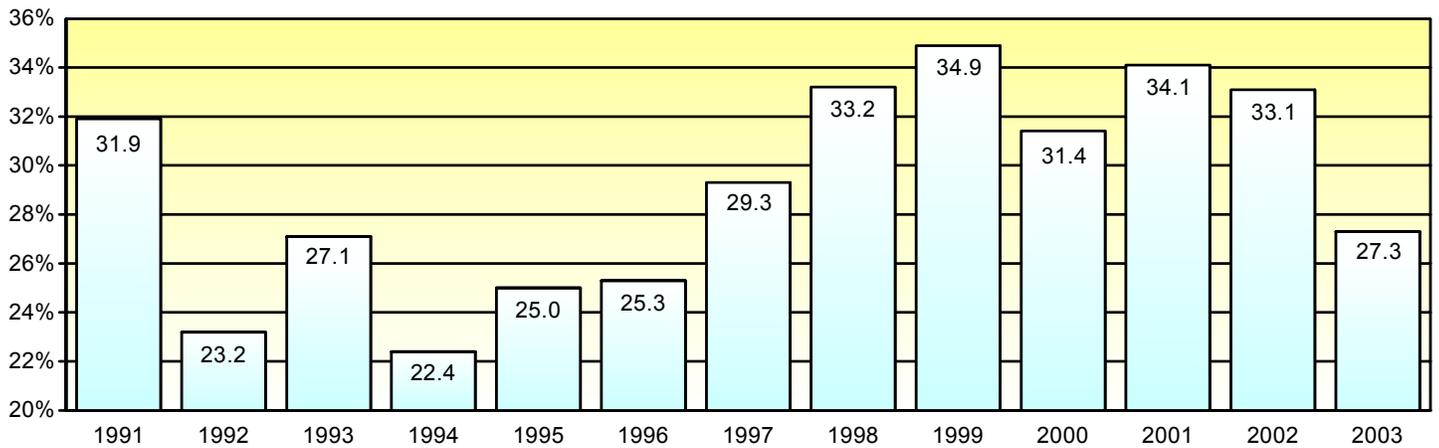
Currently, Uses of Capital include the following categories:

- Revenue vehicles — Vehicles used to provide transit service for passengers. Capital funds for revenue vehicles may be used for replacement, rehabilitation, remanufacture, rail overhaul and expansion of fleet.
- Guideway — Buildings and structures dedicated for the operation of transit vehicles such as: at grade, elevated and subway structures, tunnels, bridges, track and power systems for rail modes and paved highway lanes dedicated to bus.
- Systems — Computers, monitors, printers, scanners, data storage devices and associated software that support general office, accounting, scheduling, vehicle and non-vehicle maintenance and customer service functions.
- Fare revenue collection equipment — Includes capital expenses for the acquisition of fare revenue collection equipment such as turnstiles, fare boxes (drop), automated fare boxes, and related software, money changers, etc.
- Maintenance facilities — Central / overhaul maintenance facilities, light maintenance and storage facilities.
- Passenger stations — Boarding/alighting facilities with a platform, including: transportation / transit / transfer centers, park and ride facilities, and transit malls with the above components, including those only utilized by buses. Passenger stations do not include: bus, light rail, or cable car stops.
- Administration buildings — Include capital expenses for administrative buildings including the cost for design and engineering, land acquisition and relocations, demolition, and purchase or construction of administrative buildings.
- Other vehicles — Service, supervisory and other vehicles other than revenue vehicles.

Capital Expenditures (Millions) 1991 — 2003



Percent Share of Revenue Vehicles 1991 — 2003



Uses of Capital by Urbanized Area Size

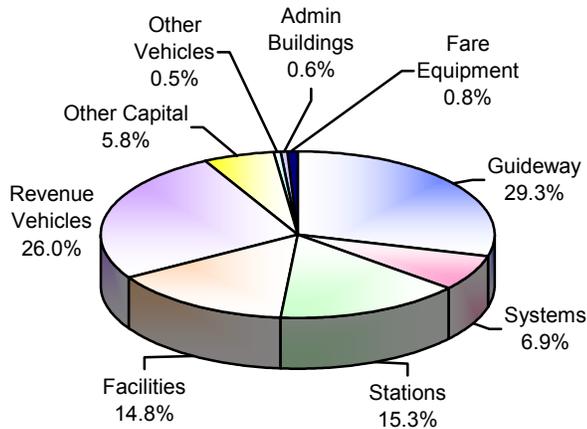
Comments

Large and medium-sized urbanized areas operate almost all rail systems in the nation and guideway and facilities account for a significant portion of the overall capital costs.

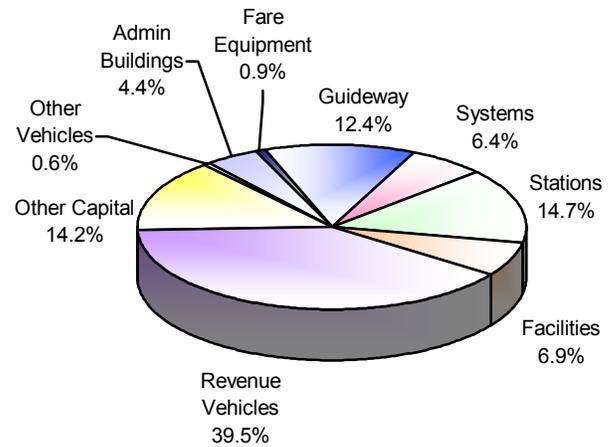
For small urbanized areas, bus and demand response are the most common modes. Thus, most uses of capital are revenue vehicles and facilities.

2003 National Transit Summaries and Trends

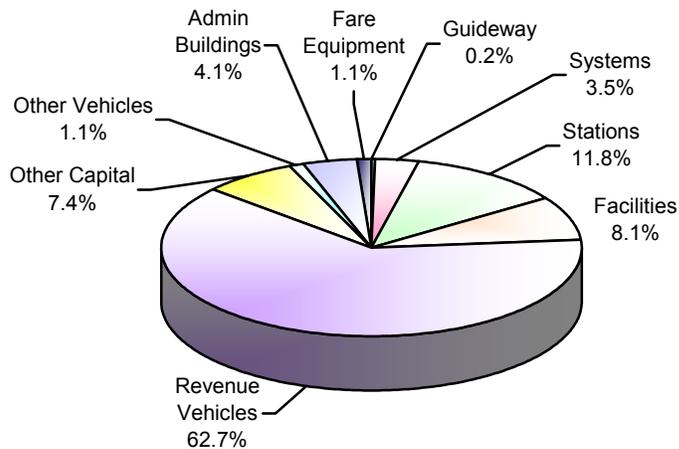
UZAs with more than 1 Million Population



UZAs with More than 200,000 and Less than 1 Million Population



UZAs with Less than 200,000 Population



Distribution of Capital by Mode and Category

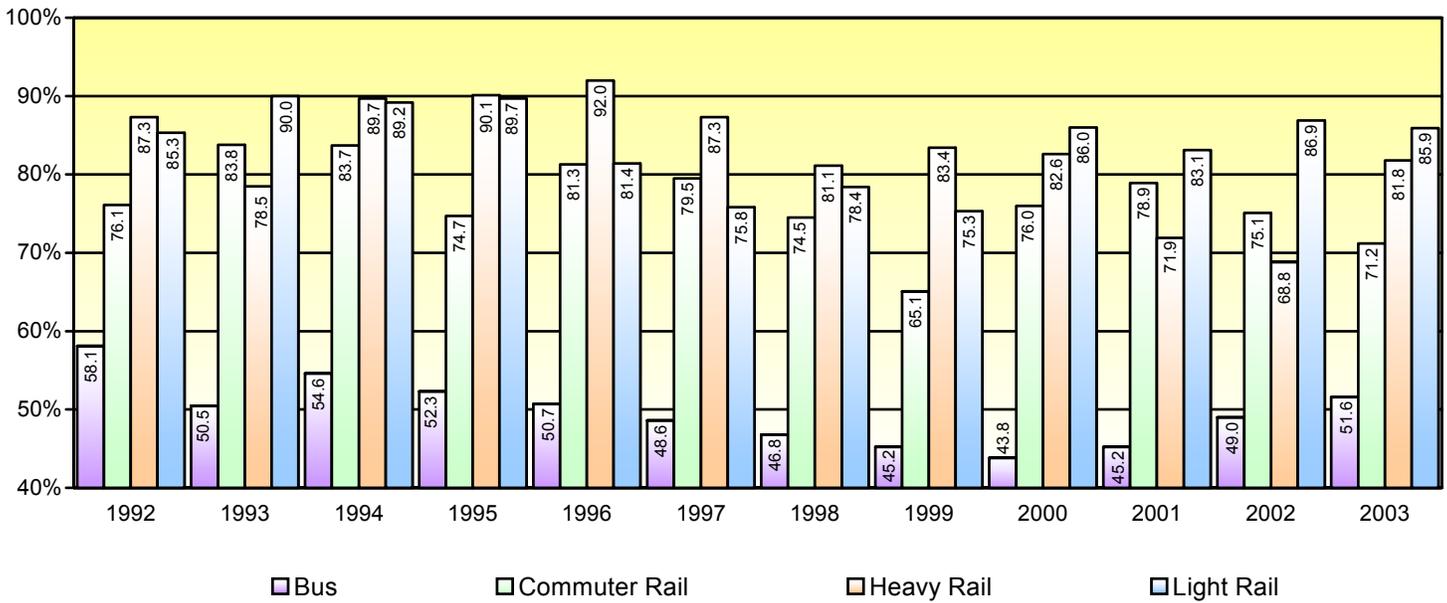
Comments

Bus systems dedicate less capital to revenue vehicles than rail systems. Generally, rail systems are located in high-density corridors within the larger metropolitan areas of the United States. The high levels of service supplied in these areas require large investments in transit infrastructure (e.g. track, signals and communication systems, complex maintenance facilities, passenger stations, inter-modal terminals, real time data acquisition systems and other cost intensive items).

Bus systems do not require the same level of investment in infrastructure as rail. Therefore, revenue vehicles are the main use of capital for bus.

Note: Data are not available for 1991 and prior years.

Percent of Non-Revenue Vehicles by Mode 1992 — 2003



Bus Fleet

Average Fleet Age by Vehicle Type

Concepts

Large, medium, small and articulated buses are rubber tired passenger vehicles powered by diesel gasoline, electric battery or other alternative fuel engines.

- Type “A” buses are equipped with more than 35 seats.
- Type “B” buses are equipped with 25-35 seats.
- Type “C” buses are equipped with 25 seats.
- Articulated buses are extra long buses that measure between 54 and 60 feet.

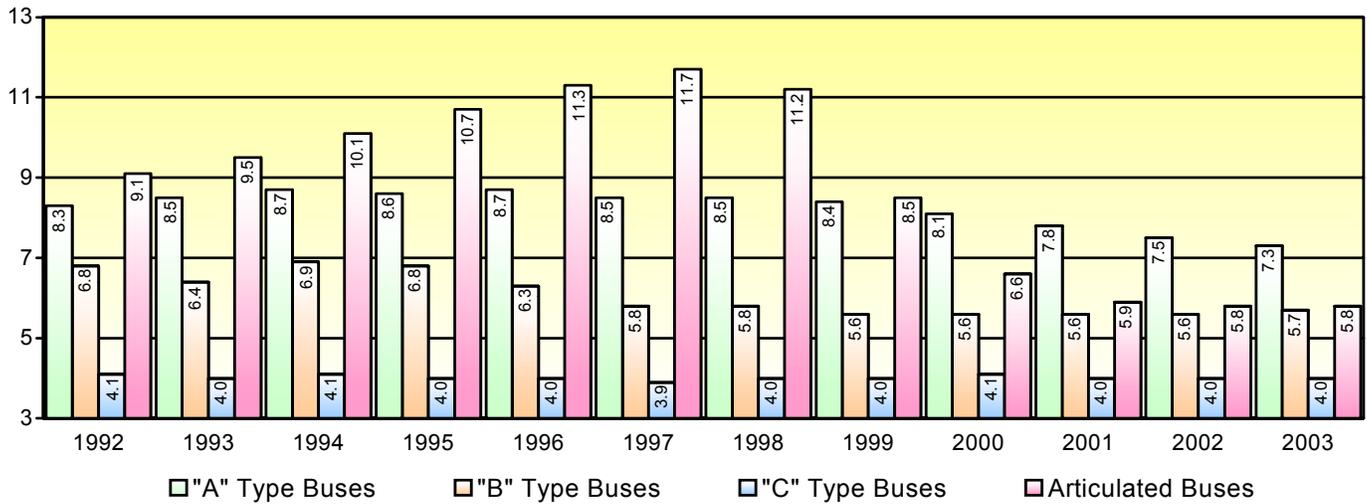
Comments

The average fleet age of buses have been stable over the last 12 years, while the average fleet age of large and medium buses decreased 13.1 percent and 16.7 percent respectively.

The average fleet age of articulated buses dropped significantly in the last 6 years (from 11.2 years old in 1998 to 5.8 years old in 2003).

2003 National Transit Summaries and Trends

Average Fleet Age (Years) by Vehicle Type 1992 — 2003

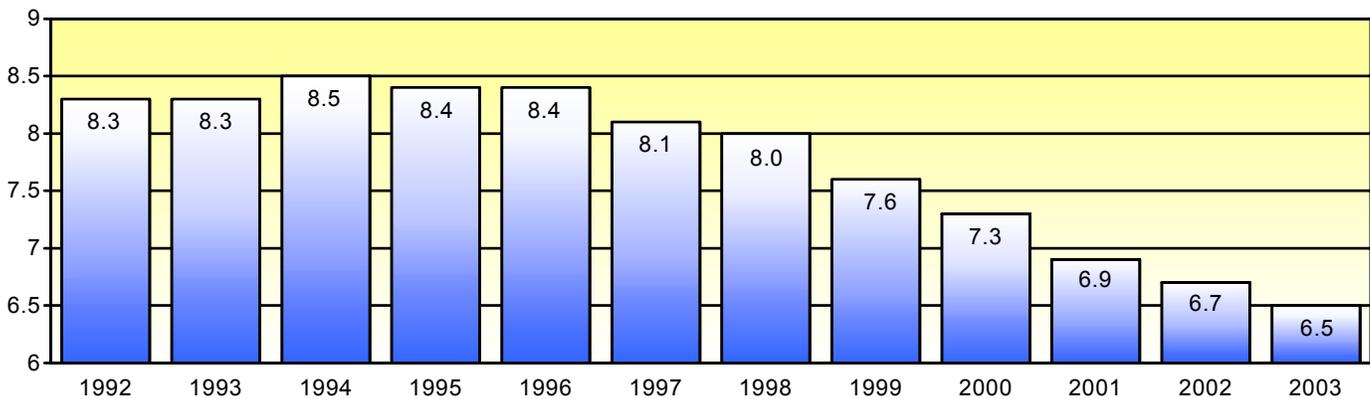


Age Distribution of Buses by Vehicle Type

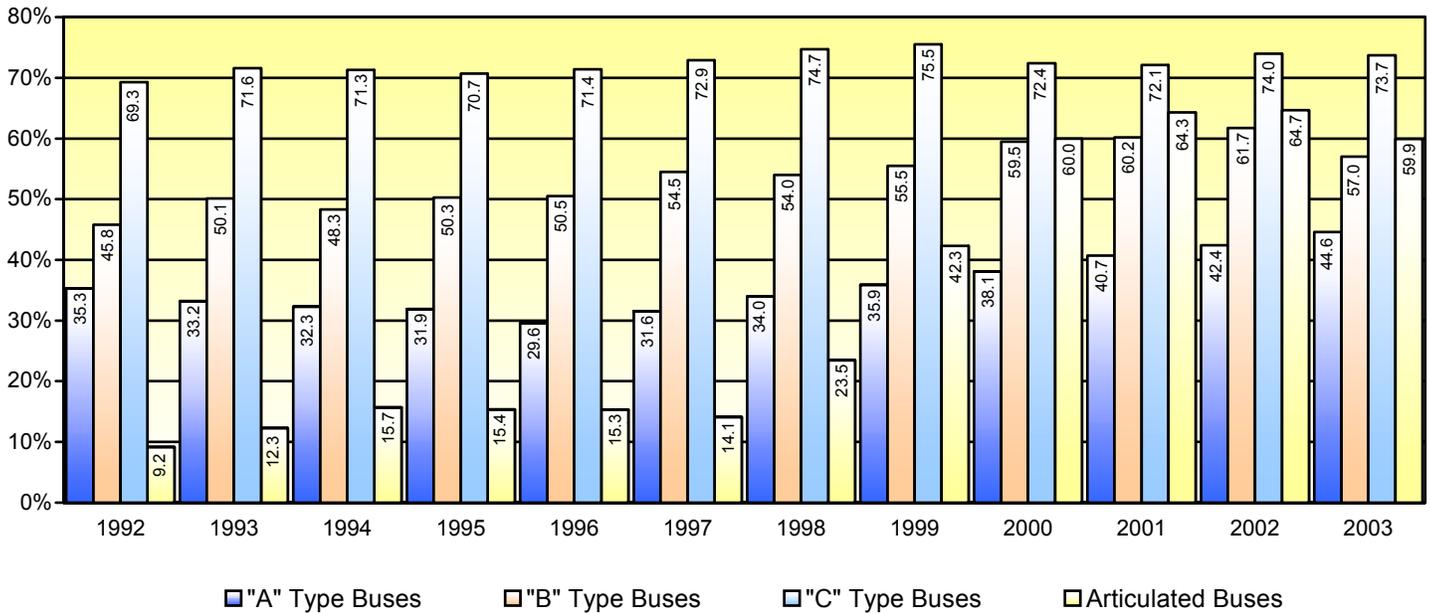
Comments

The share of articulated buses 5 years old or less increased from 23.5 percent in 1998 to 60 percent in 2003.

Average Bus Fleet Age (Years) 1992 — 2003



Percent of Bus Fleet 5 Years Old or Less by Vehicle Type 1992 — 2003



Fixed Guideway Mileage

Concepts

Fixed guideway directional route miles are the miles in each direction that transit vehicles travel while in revenue service on fixed guideways (not high occupancy vehicle lanes, transit malls, bus ways, or railtrack).

Fixed guideway mileage is a measure of the route path over a facility or roadway, it does not measure the service carried on the facility. This mileage is computed with regard to direction of service and is recorded without regard to the number of traffic lanes or rail tracks existing on the right-of-way.

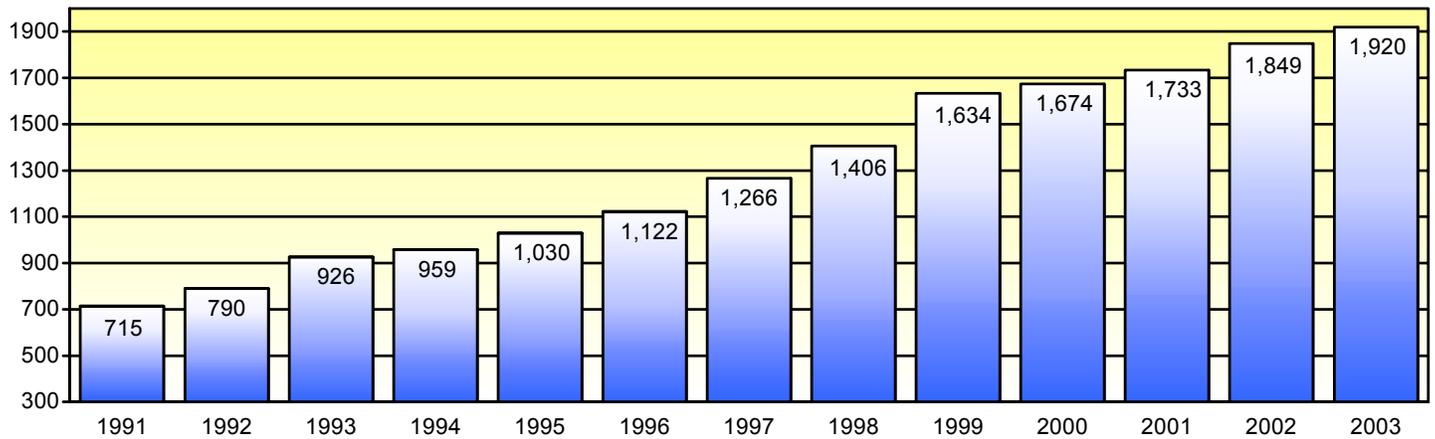
Comments

Bus fixed guideway directional route miles increased by nearly 170 percent over the period, while rail modes increased 36 percent.

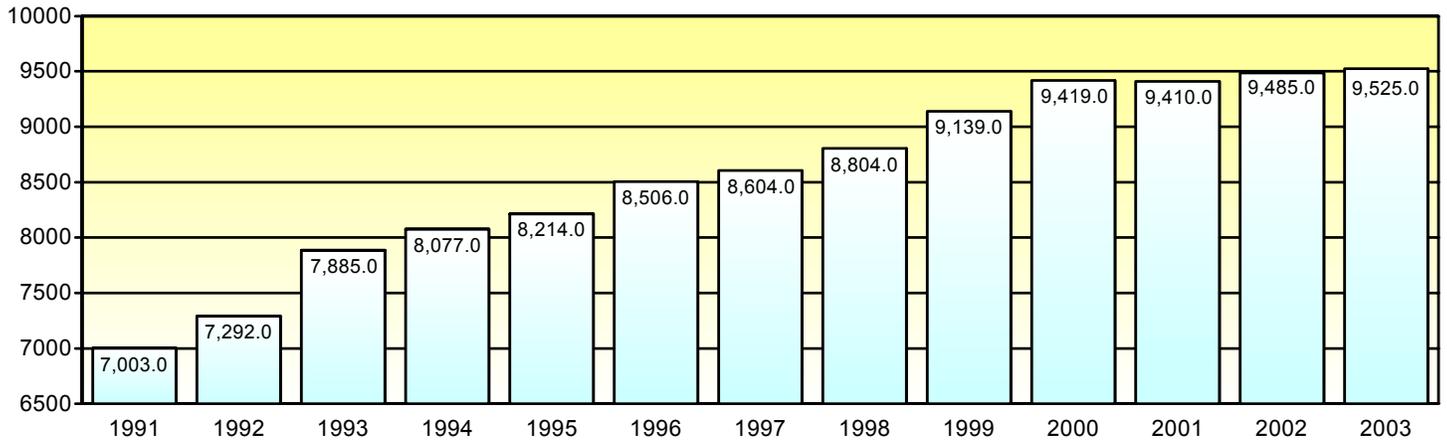
Note: The figure for Rail Modes 1991 — 2003 was adjusted to include only the portion of Alaska Railroad reported to the NTD as public transportation.

2003 National Transit Summaries and Trends

Fixed Guideway Mileage — Bus 1991 — 2003



Fixed Guideway Mileage — Rail Modes 1991 — 2003



Alternative Fuel Usage

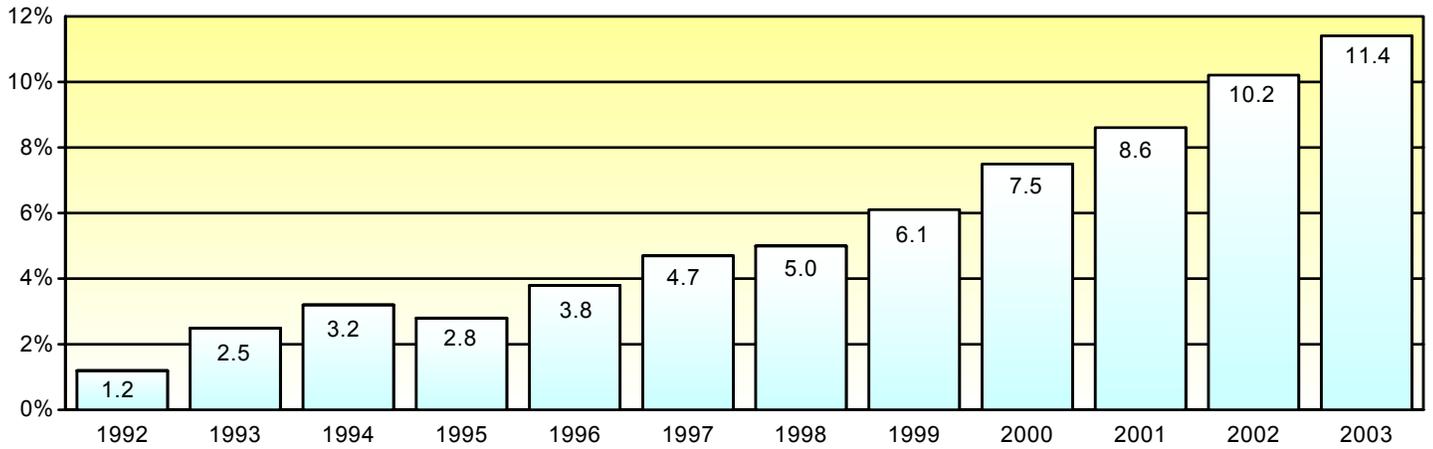
Concepts

Alternative fuels are not diesel or gasoline. They include compressed natural gas, electric, battery, ethanol, methanol, liquefied petroleum gas, liquefied natural gas, kerosene, bio-diesel, grain substitute and other fuels.

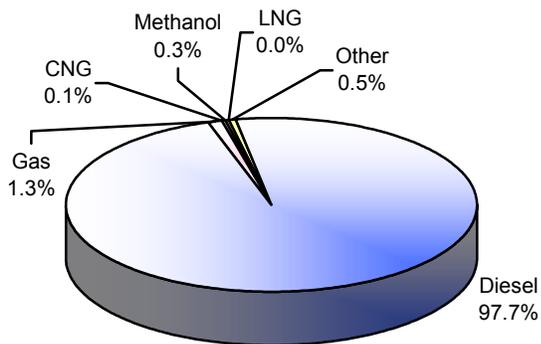
Comments

The share of the national bus fleet using alternative fuels rose from 1.2 percent in 1992 to 11.4 percent in 2003.

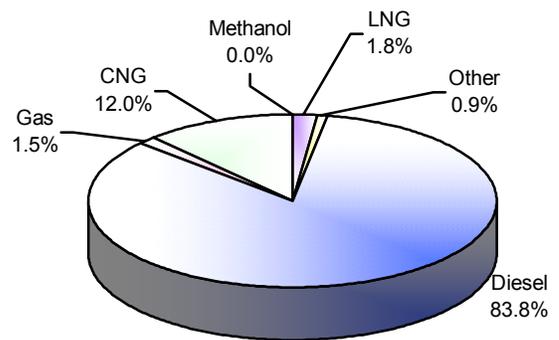
Percent of National Bus Fleet Using Alternative Fuels 1992 — 2003



Percentage of Fuel Consumption for Non-Electric Modes — 1992



Percentage of Fuel Consumption for Non-Electric Modes — 2003



2003 National Transit Profile

General Information (Millions)

Service Consumption

Annual Passenger Miles	45,676.8
Annual Unlinked Trips	8,876.0
Average Weekday Unlinked Trips	29.4
Average Saturday Unlinked Trips	15.6
Average Sunday Unlinked Trips	11.4

Service Supplied

Annual Vehicle Revenue Miles	3,476.0
Annual Vehicle Revenue Hours	234.3
Vehicles Operated in Maximum Service	93,098
Vehicles Available for Maximum Service	114,946

Financial Information (Millions)

Fare Revenues Earned

\$8,491.6

Sources of Operating Funds Expended

Fare Revenues (33 %)	8,452.3
Local Funds (29%)	7,381.5
State Funds (24%)	6,042.8
Federal Assistance (6%) (***)	1,596.1
Other Funds (7%)	1,903.0

Total Operating Funds Expended

\$25,375.6

Sources of Capital Funds Expended

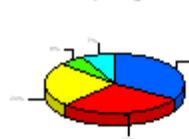
Local Funds (47%)	6,029.6
State Funds (13%)	1,622.7
Federal Assistance (40%) (***)	5,092.0
Other Funds (0%)	30.8
Total Capital Funds Expended	\$12,775.1

Summary of Operating Expenses (Millions)

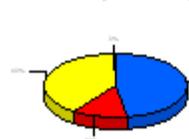
Salary, Wages and Benefits	\$17,387.6
Materials and Supplies	2,258.4
Purchased Transportation	2,431.4
Other Operating Expenses	2,107.8
Total Operating Expenses	\$24,185.2

Reconciling Cash Expenditures \$1,109.0

Sources of Operating Funds Expended



Sources of Capital Funds Expended



Vehicles Operated in Maximum Service and Uses of Capital Funds

	Directly Operated	Purchased Transportation	Revenue Vehicles	Systems and Guideways	Facilities and Stations	Other	Total
Bus	43,333	7,062	\$1,366.3	\$491.4	\$680.1	\$282.9	\$2,820.8
Heavy Rail	8,696	0	\$807.5	\$1,689.5	\$1,663.1	\$277.0	\$4,437.0
Commuter Rail	4,398	644	\$712.0	\$811.9	\$770.6	\$176.1	\$2,470.6
Demand Response	5,770	15,611	\$123.9	\$20.2	\$25.1	\$17.3	\$186.5
Light Rail	1,105	14	\$327.1	\$1,389.5	\$503.3	\$105.3	\$2,325.1
Ferryboat	52	38	\$68.0	\$3.4	\$189.7	\$1.6	\$262.6
Trolleybus	520	0	\$38.6	\$47.9	\$30.4	\$1.9	\$118.8
Cable Car	26	0	\$0.3	\$0.6	\$1.1	\$0.0	\$2.0
Vanpool	3,671	881	\$12.5	\$2.1	\$0.7	\$1.1	\$16.3
Automated Guideway	28	0	\$4.0	\$3.8	\$0.1	\$1.2	\$9.2
Publico	0	1,182	\$0.3	\$0.0	\$0.0	\$0.0	\$0.3
Aerial Tramway	2	0	\$0.0	\$0.1	\$0.0	\$0.0	\$0.1
Monorail	0	8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Inclined Plane	6	2	\$19.6	\$70.4	\$1.4	\$7.0	\$98.3
Alaska Railroad	38	0	\$0.4	\$5.9	\$1.2	\$0.5	\$8.0
Jitney	11	0	\$0.7	\$0.0	\$0.0	\$0.0	\$0.7
Total	67,656	25,442	\$3,481.2	\$4,536.7	\$3,866.8	\$871.7	\$12,756.4

Performance Measures

	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Passenger Mile	Operating Expense per Unlinked Passenger Trip	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour
Bus	7.1	\$89.9	\$0.7	\$2.6	2.7	34.7
Heavy Rail	\$7.3	\$149.5	\$0.3	\$1.7	4.4	89.7
Commuter Rail	\$12.1	\$383.8	\$0.3	\$7.7	1.6	49.6
Demand Response	\$3.3	\$47.5	\$2.6	\$21.7	0.2	2.2
Light Rail	\$12.8	\$201.8	\$0.6	\$4.2	5.3	83.6
Ferryboat	\$108.5	\$938.2	\$0.9	\$5.3	20.6	178.2
Trolleybus	\$13.8	\$102.5	\$1.0	\$1.7	8.2	61.0
Cable Car	\$101.3	\$327.4	\$4.8	\$5.5	18.3	59.2
Vanpool	\$0.6	\$20.7	\$0.1	\$3.4	0.2	6.1
Automated Guideway	\$24.3	\$257.8	\$4.2	\$4.3	5.6	59.3
Publico	\$1.1	\$12.4	\$0.2	\$0.8	1.4	15.5
Aerial Tramway	\$108.2	\$315.6	\$7.2	\$3.6	29.9	87.3
Monorail	\$8.5	\$91.0	\$1.1	\$1.0	8.6	91.8
Inclined Plane	\$42.2	\$117.7	\$4.1	\$1.4	29.6	82.6
Alaska Railroad	\$18.4	\$374.0	\$1.0	\$21.0	0.9	17.8
Jitney	\$11.9	\$77.1	\$1.8	\$2.0	6.0	38.6

Modal Characteristics

	Operating Expenses (Millions)	Fare Revenues (Millions)	Uses of Capital Funds (Millions)	Annual Passenger Miles (Millions)	Annual Vehicle Revenue (Millions)	Annual Unlinked Trips (Millions)	Annual Vehicle Revenue Hours	Fixed Guideway Directional Route Miles (*)	Vehicles Available for Maximum Service	Average Fleet Age in Years	Vehicles Operated in Maximum Service	Peak to Base Ratio	Percent Spares
Bus	\$13,315.8	\$3,687.0	\$2,820.8	19,178.9	1,881.3	5,146.5	148.2	2,809.5	61,659	6.8	50,395	1.6	23%
Heavy Rail	\$4,446.2	\$2,654.3	\$4,437.0	13,606.2	611.9	2,666.8	29.7	1,597.3	10,754	19.0	8,696	1.6	24%
Commuter Rail	\$3,172.7	\$1,553.2	\$2,470.6	9,555.4	261.9	409.7	8.3	6,809.4	5,866	21.5	5,042	1.8	16%
Demand Response	\$1,778.7	\$158.5	\$186.5	688.6	544.3	81.8	37.4	N/A	25,887	3.5	21,381	N/A	22%
Light Rail	\$815.2	\$229.1	\$2,325.1	1,476.0	63.5	337.7	4.0	996.1	1,482	15.4	1,119	1.6	32%
Ferryboat	\$317.6	\$86.3	\$262.6	366.8	2.9	60.3	0.3	626.3	90	23.3	108	1.5	20%
Trolleybus	\$182.6	\$53.6	\$118.8	176.1	13.2	108.6	1.8	454.7	520	11.6	672	1.4	29%
Cable Car	\$41.0	\$11.0	\$2.0	8.6	0.4	7.4	0.1	8.8	40	93.8	26	1.2	54%
Vanpool	\$45.8	\$25.9	\$16.3	446.2	72.1	13.5	2.2	N/A	5,466	3.0	4,552	N/A	20%
Automated Guideway	\$35.7	\$0.8	\$9.2	8.4	1.5	8.2	0.1	16.8	45	12.3	28	1.0	61%
Publico	\$24.7	\$24.5	\$0.3	160.6	22.3	31.0	2.0	N/A	2,845	N/A	1,182	N/A	141%
Aerial Tramway	\$2.5	\$1.0	\$0.1	0.3	0.0	0.7	0.0	1.2	2	27.0	2	1.0	0.0
Monorail	\$2.1	\$2.8	\$0.0	1.9	0.2	2.1	0.0	1.8	8.0	41.0	8	1.0	0%
Inclined Plane	\$2.2	\$2.5	\$98.3	0.5	0.1	1.6	0.0	2.8	8.0	73.5	8	1.0	0%
Alaska Railroad	\$1.9	\$0.8	\$8.0	1.9	0.1	0.1	0.0	92.4	92.0	23.6	38	1.0	142%
Jitney	\$0.5	\$0.2	\$0.7	0.3	0.0	0.3	0.0	N/A	12.0	7.3	11	N/A	9%
Total	\$24,185.2	\$8,491.6	\$12,756.4	45,676.8	3,476.0	8,876.0	234.3	13,417.1	114,946		93,098		

(*) Includes some double-counting for bus mode. These are the fixed-guideway miles at the agency's fiscal year end for all levels of service (A through F).
 (***) Includes Federal capital funds used to pay for operating expenses. (***) Includes capital funds used to pay for Capital projects.

2003 National Transit Summaries and Trends

Transit Data by Urbanized Area (**) (Based on 2000 U.S. Census)

UZA	Name	Population	State	Directional Route Miles(*)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense	Recovery Ratio (Fare Revenues per Operating Funds Expended)
1	New York-Newark, NY-NJ-CT	17,799,861	NY	2,518.5	776.6	17,142.5	\$7,282.1	50.0%
2	Los Angeles-Long Beach-Santa Ana, CA	11,789,487	CA	591.6	212.8	2,784.5	\$1,482.1	23.2%
3	Chicago, IL-IN	8,307,904	IL	1,230.7	217.4	3,610.4	\$1,606.7	39.7%
4	Philadelphia, PA-NJ-DE-MD	5,149,079	PA	870.7	113.3	1,730.8	\$976.0	38.2%
5	Miami, FL	4,919,036	FL	235.2	88.8	707.3	\$495.2	18.8%
6	Dallas-Fort Worth-Arlington, TX	4,145,659	TX	226.0	57.4	468.3	\$340.2	9.9%
7	Boston, MA-NH-RI	4,032,484	MA	849.9	91.1	1,859.2	\$826.3	27.4%
8	Washington, DC-VA-MD	3,933,920	DC	789.5	144.8	2,381.9	\$1,091.8	37.9%
9	Detroit, MI	3,903,377	MI	4.2	33.7	257.8	\$275.2	11.7%
10	Houston, TX	3,822,509	TX	171.8	61.2	549.3	\$266.8	26.3%
11	Atlanta, GA	3,499,840	GA	188.7	60.3	779.8	\$336.1	24.9%
12	San Francisco-Oakland, CA	3,228,605	CA	759.2	129.8	1,780.1	\$1,186.0	27.8%
13	Phoenix-Mesa, AZ	2,907,049	AZ	87.6	37.2	216.4	\$163.8	18.0%
14	Seattle, WA	2,712,205	WA	582.5	88.1	954.0	\$668.5	20.6%
15	San Diego, CA	2,674,436	CA	233.4	55.2	568.4	\$261.0	36.6%
16	Minneapolis-St. Paul, MN	2,388,593	MN	251.4	42.5	330.8	\$255.5	26.7%
17	St. Louis, MO-IL	2,077,662	MO	77.9	30.8	269.5	\$170.8	19.9%
18	Baltimore, MD	2,076,354	MD	225.7	34.9	454.4	\$308.5	25.7%
19	Tampa-St. Petersburg, FL	2,062,339	FL	5.5	19.7	99.7	\$74.7	21.3%
20	Denver-Aurora, CO	1,984,889	CO	57.0	43.7	352.8	\$238.7	18.1%
21	Cleveland, OH	1,786,647	OH	68.5	31.0	272.4	\$228.4	17.4%
22	Pittsburgh, PA	1,753,136	PA	87.0	45.5	339.3	\$282.6	25.1%
23	Portland, OR-WA	1,583,138	OR	91.4	40.7	452.8	\$271.0	19.8%
24	San Jose, CA	1,538,312	CA	320.8	29.2	249.3	\$321.5	9.9%
25	Riverside-San Bernardino, CA	1,506,816	CA	124.4	15.5	110.4	\$81.2	18.8%
26	Cincinnati, OH-KY-IN	1,503,262	OH	0.1	18.4	152.4	\$90.9	24.7%
27	Virginia Beach, VA	1,394,439	VA	33.5	12.9	87.3	\$49.8	27.1%
28	Sacramento, CA	1,393,498	CA	40.7	14.7	139.3	\$116.3	19.5%
29	Kansas City, MO-KS	1,361,744	MO	1.1	11.5	58.3	\$59.2	13.4%
30	San Antonio, TX	1,327,554	TX	0.0	26.6	158.0	\$95.3	15.1%

2003 National Transit Summaries and Trends

UZA	Name	Population	State	Directional Route Miles(*)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense	Recovery Ratio (Fare Revenues per Operating Funds Expended)
31	Las Vegas, NV	1,314,357	NV	0.0	16.6	158.2	\$97.2	34.5%
32	Milwaukee, WI	1,308,913	WI	10.7	27.4	177.4	\$146.2	27.1%
33	Indianapolis, IN	1,218,919	IN	0.0	8.8	57.5	\$38.9	14.6%
34	Providence, RI-MA	1,174,548	RI	34.3	13.1	106.0	\$81.6	16.5%
35	Orlando, FL	1,157,431	FL	2.5	21.3	147.8	\$81.7	17.2%
36	Columbus, OH	1,133,193	OH	0.0	10.6	60.4	\$70.6	17.6%
37	New Orleans, LA	1,009,283	LA	26.0	16.7	156.0	\$124.4	30.8%
38	Buffalo, NY	976,703	NY	12.4	9.7	73.1	\$78.3	24.3%
39	Memphis, TN-MS-AR	972,091	TN	5.8	8.8	65.9	\$46.9	19.5%
40	Austin, TX	901,920	TX	0.0	18.1	124.5	\$107.6	2.8%
41	Bridgeport-Stamford, CT-NY	888,890	CT	51.0	10.0	200.5	\$75.3	30.5%
42	Salt Lake City, UT	887,650	UT	65.4	18.0	132.6	\$87.0	13.8%
43	Jacksonville, FL	882,295	FL	5.4	14.9	68.2	\$61.6	29.3%
44	Louisville, KY-IN	863,582	KY	0.0	10.7	49.0	\$50.2	10.9%
45	Hartford, CT	851,535	CT	39.3	9.2	57.0	\$44.5	21.7%
46	Richmond, VA	818,836	VA	0.0	7.7	43.3	\$32.0	24.8%
47	Charlotte, NC-SC	758,927	NC	5.6	13.1	100.0	\$57.4	14.2%
48	Nashville-Davidson, TN	749,935	TN	0.0	5.1	30.1	\$26.7	25.1%
49	Oklahoma City, OK	747,003	OK	0.0	4.1	18.3	\$14.8	12.8%
50	Tucson, AZ	720,425	AZ	0.0	8.8	62.4	\$41.2	18.7%
51	Honolulu, HI	718,182	HI	35.9	23.8	310.0	\$133.6	23.6%
52	Dayton, OH	703,444	OH	123.6	10.5	47.1	\$54.5	11.0%
53	Rochester, NY	694,396	NY	0.0	7.0	50.9	\$46.4	27.6%
54	El Paso, TX-NM	674,801	TX	0.0	8.8	61.8	\$37.3	16.3%
55	Birmingham, AL	663,615	AL	0.0	3.5	18.3	\$15.2	13.5%
56	Omaha, NE-IA	626,623	NE	0.0	3.9	16.5	\$18.0	22.8%
57	Albuquerque, NM	598,191	NM	0.0	5.5	21.4	\$24.3	13.1%
58	Allentown-Bethlehem, PA-NJ	576,408	PA	0.0	6.2	23.2	\$19.3	16.3%
59	Springfield, MA-CT	573,610	MA	0.0	8.7	41.6	\$30.0	14.6%
60	Akron, OH	570,215	OH	0.0	6.0	24.5	\$29.6	10.5%
61	Sarasota-Bradenton, FL	559,229	FL	0.0	4.5	17.0	\$14.9	7.9%
62	Albany, NY	558,947	NY	0.0	7.5	61.4	\$46.7	19.6%

2003 National Transit Summaries and Trends

UZA	Name	Population	State	Directional Route Miles(*)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense	Recovery Ratio (Fare Revenues per Operating Funds Expended)
63	Tulsa, OK	558,329	OK	0.0	4.2	16.0	\$15.9	11.4%
64	Fresno, CA	554,923	CA	0.0	4.9	38.1	\$28.0	26.9%
65	Concord, CA	552,624	CA	49.2	22.1	324.6	\$120.5	17.4%
66	Raleigh, NC	541,527	NC	0.0	3.8	19.2	\$13.9	16.6%
67	Grand Rapids, MI	539,080	MI	0.0	5.7	24.9	\$23.1	14.4%
69	New Haven, CT	531,314	CT	152.2	9.1	202.0	\$78.6	20.4%
70	McAllen, TX	523,144	TX	0.0	0.4	0.0	\$1.5	13.6%
71	Toledo, OH-MI	503,008	OH	1.0	4.8	20.7	\$25.2	19.2%
72	Baton Rouge, LA	479,019	LA	0.0	3.2	14.8	\$11.2	33.6%
73	Colorado Springs, CO	466,122	CO	0.0	3.6	12.3	\$9.3	23.8%
74	Worcester, MA-CT	429,882	MA	25.9	4.1	29.9	\$22.8	17.0%
75	Charleston-North Charleston, SC	423,410	SC	0.0	2.8	14.2	\$10.9	20.2%
76	Wichita, KS	422,301	KS	0.0	3.2	11.3	\$8.6	19.6%
77	Columbia, SC	420,537	SC	0.0	2.6	0.1	\$7.8	93.1%
78	Knoxville, TN	419,830	TN	0.0	3.0	7.2	\$10.6	8.5%
80	Youngstown, OH-PA	417,437	OH	0.0	1.7	18.1	\$7.8	10.4%
81	Syracuse, NY	402,267	NY	0.0	4.5	31.7	\$31.4	21.6%
82	Bakersfield, CA	396,125	CA	0.0	3.8	30.8	\$15.8	23.6%
83	Palm Bay-Melbourne, FL	393,289	FL	0.0	3.6	16.3	\$8.1	34.8%
84	Scranton, PA	385,237	PA	0.0	2.1	15.2	\$9.5	15.1%
85	Des Moines, IA	370,505	IA	0.0	4.3	24.0	\$12.9	28.1%
86	Flint, MI	365,096	MI	0.0	5.8	14.9	\$17.2	11.3%
87	Harrisburg, PA	362,782	PA	28.8	3.0	13.4	\$14.0	29.8%
88	Little Rock, AR	360,331	AR	0.0	2.7	12.0	\$9.1	16.0%
89	Poughkeepsie-Newburgh, NY	351,982	NY	33.5	10.9	211.5	\$52.0	14.1%
90	Chattanooga, TN-GA	343,509	TN	2.0	2.1	11.3	\$11.0	25.4%
91	Oxnard, CA	337,591	CA	50.9	3.7	28.8	\$15.1	18.2%
92	Augusta-Richmond County, GA-SC	335,630	GA	0.0	0.8	5.5	\$3.3	0.0%
93	Spokane, WA-ID	334,858	WA	0.0	7.6	37.2	\$35.3	15.8%
94	Cape Coral, FL	329,757	FL	0.0	3.4	10.2	\$9.6	12.9%
95	Madison, WI	329,533	WI	12.5	6.2	35.2	\$36.3	16.6%
96	Pensacola, FL-AL	323,783	FL	0.0	1.8	7.6	\$6.3	14.0%

2003 National Transit Summaries and Trends

UZA	Name	Population	State	Directional Route Miles(*)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense	Recovery Ratio (Fare Revenues per Operating Funds Expended)
97	Lancaster, PA	323,554	PA	0.0	3.0	11.6	\$9.4	19.7%
98	Mobile, AL	317,605	AL	0.0	2.0	7.2	\$5.8	21.6%
99	Stockton, CA	313,392	CA	60.5	4.9	46.1	\$30.6	20.9%
100	Modesto, CA	310,945	CA	0.0	2.1	11.9	\$7.7	25.0%
101	Reno, NV	303,689	NV	0.0	4.5	26.2	\$24.2	23.5%
103	Greenville, SC	302,194	SC	0.0	0.6	0.1	\$2.4	21.4%
104	Lansing, MI	300,032	MI	0.0	4.8	26.4	\$25.7	12.1%
105	Denton-Lewisville, TX	299,823	TX	0.0	0.5	0.9	\$2.1	4.6%
106	Winston-Salem, NC	299,290	NC	0.0	1.9	6.2	\$7.8	27.0%
107	Corpus Christi, TX	293,925	TX	0.6	4.3	20.7	\$16.7	5.5%
108	Jackson, MS	292,637	MS	0.0	1.4	1.6	\$5.3	10.0%
109	Durham, NC	287,796	NC	0.0	6.5	32.8	\$22.9	25.6%
110	Fort Wayne, IN	287,759	IN	0.0	1.6	5.5	\$6.7	12.8%
111	Santa Rosa, CA	285,408	CA	0.0	2.4	16.5	\$13.3	19.1%
112	Ann Arbor, MI	283,904	MI	0.0	4.6	24.5	\$24.9	17.0%
113	South Bend, IN-MI	276,498	IN	28.9	2.1	9.3	\$9.3	14.5%
114	Fayetteville, NC	276,368	NC	0.0	1.4	4.2	\$4.0	12.9%
115	Shreveport, LA	275,213	LA	0.0	2.4	13.5	\$8.0	24.4%
116	Boise City, ID	272,625	ID	0.0	1.2	3.9	\$6.2	10.8%
117	Port St. Lucie, FL	270,774	FL	0.0	1.2	3.4	\$3.9	3.1%
118	Davenport, IA-IL	270,626	IA	0.0	3.5	11.5	\$14.4	10.1%
119	Rockford, IL	270,414	IL	0.0	1.6	6.3	\$7.9	12.8%
121	Greensboro, NC	267,884	NC	0.0	2.1	7.4	\$9.3	11.1%
122	Canton, OH	266,595	OH	0.0	3.8	7.9	\$12.2	7.4%
123	Lancaster-Palmdale, CA	263,532	CA	70.8	2.9	42.4	\$16.6	32.1%
124	Daytona Beach-Port Orange, FL	255,353	FL	0.0	3.4	14.1	\$9.4	31.3%
125	Indio-Cathedral City-Palm Springs, CA	254,856	CA	0.0	2.1	20.6	\$11.8	16.0%
126	Lexington-Fayette, KY	250,994	KY	0.0	2.3	13.3	\$9.1	16.5%
127	Peoria, IL	247,172	IL	0.0	2.2	11.3	\$10.5	12.0%
128	Barnstable Town, MA	243,667	MA	0.0	4.0	8.3	\$9.8	13.4%
129	Columbus, GA-AL	242,324	GA	0.0	1.1	4.0	\$3.1	16.1%
130	Reading, PA	240,264	PA	0.0	1.9	7.0	\$9.6	26.1%

2003 National Transit Summaries and Trends

UZA	Name	Population	State	Directional Route Miles(*)	Vehicle Revenue Miles (Millions)	Passenger Miles (Millions)	Operating Expense	Recovery Ratio (Fare Revenues per Operating Funds Expended)
134	Lincoln, NE	226,582	NE	0.0	1.6	4.9	\$7.3	16.1%
135	Anchorage, AK	225,744	AK	92.4	3.6	21.7	\$19.3	21.7%
136	Eugene, OR	224,049	OR	0.0	4.4	27.4	\$24.3	19.5%
137	Asheville, NC	221,570	NC	0.0	0.9	2.5	\$3.0	20.4%
139	Antioch, CA	217,591	CA	25.6	5.0	63.5	\$25.7	15.9%
140	Springfield, MO	215,004	MO	0.0	1.3	6.0	\$6.9	7.3%
141	Huntsville, AL	213,253	AL	0.0	1.0	2.1	\$2.2	10.6%
142	Evansville, IN-KY	211,989	IN	0.0	1.3	4.1	\$4.9	17.8%
143	Thousand Oaks, CA	210,990	CA	24.2	0.7	4.9	\$5.0	8.2%
144	Savannah, GA	208,886	GA	0.2	2.9	12.9	\$11.8	22.2%
145	Salem, OR	207,229	OR	0.0	3.4	16.3	\$17.2	9.1%
146	Fort Collins, CO	206,757	CO	0.0	1.4	5.3	\$7.4	16.1%
147	Gulfport-Biloxi, MS	205,754	MS	0.0	1.3	3.6	\$3.9	20.0%
148	Tallahassee, FL	204,260	FL	0.0	2.1	10.5	\$10.6	43.4%
149	Lubbock, TX	202,225	TX	0.0	2.0	15.8	\$6.9	36.2%
150	Victorville-Hesperia-Apple Valley, CA	200,436	CA	0.0	2.4	11.1	\$6.8	14.7%
500	San Juan, PR	2,216,616	PR	20.5	30.0	267.3	\$103.1	28.1%
	Total UZAs over 200,000 population	163,488,740.0		N / A	3,229.1	44,064.9	\$23,046.1	35.5%
	Total UZAs under 200,000 population and non-UZAs			N / A	246.8	1,611.9	\$1,139.1	18.5%
	National Total			13,415.9	3,476.0	45,676.8	\$24,185.2	33.3%

(*) Includes some double-counting: Fixed Guideway segments used by more than one NTD reporter are reported by each reporter.

(**) UZAs with no data reported to the NTD are shown.

Aggregate Data by Forms

Sources of Funds - Funds Expended & Funds Earned form (F-10) (Millions)

	a Sources of Directly Generated Funds by Transit Agency	c Funds Earned During Period	d Funds Expended on Operations	e Funds Expended on Capital
01	Passenger Fares for Directly Operated Service (*)			
	Alaska Railroad	\$0.8		
	Aerial Tramway	\$1.0		
	Automated Guideway	\$0.8		
	Bus	\$3,369.9		
	Cable Car	\$11.0		
	Commuter Rail	\$1,431.3		
	Demand Response	\$71.4		
	Ferryboat	\$59.7		
	Heavy Rail	\$2,654.3		
	Inclined Plane	\$2.1		
	Jitney	\$0.2		
	Light Rail	\$222.7		
	Trolleybus	\$53.5		
	Vanpool	\$18.3		
02	Total All Directly Operated Modes	\$7,897.0	\$7,849.4	\$15.1
03	Passenger Fares for Purchased Transportation Service (*)			
	Bus	\$502.2		
	Commuter Rail	\$121.9		
	Demand Response	\$120.7		
	Ferryboat	\$26.6		
	Inclined Plane	\$0.4		
	Light Rail	\$6.4		
	Monorail	\$2.8		
	Publico	\$24.5		
	Trolleybus	\$0.1		
	Vanpool	\$9.6		
04	Total All Purchased Transportation Modes	\$815.2	\$823.6	\$2.8
05	Park and Ride Parking Revenue	\$45.2		
06	Other Transportation Revenues	\$102.7		
	Auxiliary Transportation Funds			
07	Concessions	\$41.2		
08	Advertising revenues	\$276.5		
09	Other	\$157.7		
10	Total Auxiliary Transportation Funds	\$475.4		
11	Non-Transportation Funds	\$963.1		

2003 National Transit Summaries and Trends

12	Total Park and Ride, Other Transportation, Auxiliary and Non-Transportation revenues	\$1,586.3	\$1,548.7	\$7.7
13	Revenues Accrued through a Purchased transportation Agreement (**)	\$494.7	\$488.8	\$0.0
Funds Dedicated to Transit at Their Source				
Dedicated Taxes				
14	Income taxes	\$0.0	\$0.0	\$0.0
15	Sales taxes	\$2,109.6	\$1,549.1	\$599.8
16	Property taxes	\$271.3	\$245.9	\$38.2
17	Gasoline taxes	\$0.9	\$0.3	\$0.0
18	Other Taxes	\$262.8	\$188.9	\$69.6
19	Bridge tunnels and highway tolls	\$291.9	\$291.9	\$0.0
20	Bonds and loans	\$925.3	\$0.0	\$574.3
21	Other Dedicated funds	\$1,658.2	\$42.1	\$2,434.2
22	Total Funds Dedicated to Transit at Their Source	\$5,520.0	\$2,318.2	\$3,716.1
Contributed Services				
23	State and local government	\$9.7	\$22.0	\$3.0
24	Contra account for expenses	\$(9.7)	\$(22.0)	\$(3.0)
25	Net Contributed Services	\$0.0	\$0.0	\$0.0
26	Subsidy from Other Sectors of Operations	\$261.8	\$258.9	\$5.2
27	Total Directly Generated Funds (***)	\$16,575.1	\$13,287.6	\$3,746.9
28	Bond and Loan Payments		\$2.7	\$165.9
	a	c	d	e
	Local Government Sources of Funds	Funds Earned During Period	Funds Expended on Operations	Funds Expended on Capital
29	Funds Allocated to Transit out of the General Revenues of the Government Entity	\$2,383.2	\$2,079.0	\$456.9
Funds Dedicated to Transit at Their Source				
Dedicated Taxes				
30	Income taxes	\$100.5	\$98.4	\$2.1
31	Sales taxes	\$2,466.0	\$1,849.3	\$578.0
32	Property taxes	\$248.9	\$225.5	\$26.1
33	Gasoline taxes	\$111.9	\$110.4	\$1.3
34	Other taxes	\$315.7	\$306.8	\$15.3
35	Bridge tunnels and highway tolls	\$81.9	\$80.5	\$1.4
36	Bonds and loans	\$60.4	\$0.9	\$113.5
37	Other dedicated funds	\$408.2	\$180.9	\$225.2
38	Total funds Dedicated to Transit at Their Source	\$3,793.5	\$2,852.7	\$962.9
39	Other Funds	\$996.2	\$131.7	\$893.5
40	Total Local Funds	\$7,172.9	\$5,063.4	\$2,313.3
41	Bonds and Loan Payments		\$64.5	\$14.3

2003 National Transit Summaries and Trends

	a	c	d	e
	State Government Sources of Funds	Funds Earned During Period	Funds Expended on Operations	Funds Expended on Capital
42	Funds Allocated to Transit out of the General Revenues of the Government Entity	\$2,139.9	\$1,670.5	\$384.5
	Funds Dedicated to Transit at Their Source			
	Dedicated Taxes			
43	Income taxes	\$231.0	\$141.8	\$18.5
44	Sales taxes	\$2,130.1	\$1,835.3	\$91.1
45	Property taxes	\$65.3	\$0.3	\$65.0
46	Gasoline taxes	\$539.0	\$397.4	\$69.0
47	Other taxes	\$1,137.1	\$1,007.7	\$118.9
48	Bridge tunnels and highway tolls	\$27.2	\$7.8	\$19.5
49	Bonds and loans	\$99.6	\$0.0	\$99.6
50	Other dedicated funds	\$660.5	\$443.0	\$213.6
51	Total funds Dedicated to Transit at Their Source	\$4,889.8	\$3,833.3	\$695.2
52	Other Funds	\$1,082.1	\$538.9	\$543.0
53	Total State Funds	\$8,111.8	\$6,042.7	\$1,622.7
54	Bonds and Loan Payments		\$36.4	\$108.1
	a	c	d	e
	Federal Government Sources of Funds	Funds Earned During Period	Funds Expended on Operations	Funds Expended on Capital
	Funds received from FTA			
55	Capital Program Funds	\$2,869.2	\$27.1	\$2,850.4
56	Urbanized Area Formula Program Funds	\$3,328.0	\$1,389.5	\$1,945.1
57	Other FTA Funds	\$327.9	\$138.3	\$248.7
58	Total FTA Funds	\$6,525.1	\$1,554.9	\$5,044.2
59	Funds Received from other USDOT Grant Programs	\$41.9	\$21.7	\$21.2
60	Other Federal Funds	\$327.9	\$138.3	\$248.7
61	Total Federal Funds	\$6,894.9	\$1,714.9	\$5,314.1
	Bonds and Loan Payments		\$1.6	\$62.2
	Summary			
	Total Funds Earned During Period(***)	\$38,754.7		
	Total Funds Expended on Operations During Period(***)		\$26,108.6	
	Total Funds Expended on Capital During Period(***)			\$12,997.0
	Total Bond and Loan Payments		\$105.2	\$350.5

(*) Includes some double counting: fare revenues for sellers filing their own reports are reported by both the sellers and buyers.

(**) The funds include contract expenditures net of fare revenues and are also reported by buyers of service under operating assistance funding sources.

(***) Includes some double-counting.

2003 National Transit Summaries and Trends

Uses of Capital form (F-20) (Millions)

Mode	a Guideway	b Passenger Stations	c Administrative Buildings	d Maintenance Buildings	e Revenue Vehicles	f Service Vehicles (non- revenue)	g Fare Revenue Collection Equipment	h Systems	i Other	j Total
Aerial Tramway	\$0.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.1
Alaska Railroad	\$5.6	\$0.9	\$0.0	\$0.3	\$0.4	\$0.3	\$0.0	\$0.3	\$0.1	\$8.0
Automated Guideway	\$0.3	\$0.1	\$0.0	\$0.1	\$4.0	\$0.7	\$0.0	\$3.5	\$0.5	\$9.2
Bus	\$171.4	\$295.2	\$64.1	\$320.8	\$1,366.3	\$29.0	\$43.8	\$276.2	\$253.9	\$2,820.8
Cable Car	\$0.6	\$0.0	\$0.0	\$1.1	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$2.0
Commuter Rail	\$710.0	\$307.9	\$1.2	\$461.5	\$712.0	\$6.5	\$15.9	\$85.9	\$169.6	\$2,470.6
Demand Response	\$0.0	\$12.0	\$6.2	\$6.9	\$123.9	\$1.3	\$2.3	\$17.9	\$16.0	\$186.5
Ferryboat	\$0.0	\$182.7	\$0.2	\$6.8	\$68.0	\$0.0	\$1.1	\$2.3	\$1.5	\$262.6
Heavy Rail	\$1,277.3	\$975.7	\$36.6	\$650.8	\$807.5	\$21.7	\$31.5	\$380.7	\$255.3	\$4,437.0
Inclined Plane	\$54.9	\$1.4	\$0.0	\$0.0	\$19.6	\$0.0	\$0.0	\$15.5	\$6.9	\$98.3
Jitney	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.7
Light Rail	\$1,303.2	\$145.3	\$1.4	\$356.5	\$327.1	\$5.3	\$10.4	\$75.9	\$100.0	\$2,325.1
Monorail	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Publico	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3
Trolleybus	\$42.9	\$17.2	\$0.0	\$13.2	\$38.6	\$0.2	\$0.5	\$4.4	\$1.7	\$118.8
Vanpool	\$0.0	\$0.2	\$0.4	\$0.1	\$12.5	\$0.6	\$0.0	\$2.1	\$0.4	\$16.3
Total	\$3,566.4	\$1,938.6	\$110.1	\$1,818.1	\$3,481.2	\$65.7	\$105.5	\$864.8	\$805.9	\$12,756.4

2003 National Transit Summaries and Trends

Operating Expenses Summary form (F-40) (Millions)

	Expense Object Class	a Vehicle Operations 010 Total	b Vehicle Maintenance 041 Total	c Non-Vehicle Maintenance 042 Total	d General Administration 160 Total	e Total Modal Expenses
	Labor (501)					
01	Operator's salaries and wages (01)	4,415.7	8.5	3.6	2.3	4,430.1
02	Other salaries and wages (02)	1,560.4	2,094.8	1,353.9	1,457.3	6,466.9
03	Fringe Benefits (502)	3,430.2	1,253.7	847.4	959.3	6,490.6
04	Services (503)	328.0	163.3	250.2	761.4	1,502.9
	Materials and Supplies (504)					
05	Fuel and lubricants (01)	683.4	35.0	3.5	1.6	723.5
06	Tires and tubes (02)	64.0	2.8	0.0	0.0	66.8
07	Other materials and supplies (99)	77.6	956.8	251.2	182.4	1,468.0
08	Utilities (505)	445.1	15.3	109.7	217.1	787.3
09	Casualty and Liability (506)	7.8	67.0	12.0	557.3	644.1
10	Taxes (507)	20.2	3.0	0.5	12.2	35.9
	Purchased Transportation (508)					
11	In report (01)	1,652.9	388.6	82.0	307.9	2,431.4
12	Filing separate report (02)	445.6	131.5	76.0	76.7	729.8
13	Miscellaneous Expenses (509)	72.2	24.0	34.8	250.8	381.8
14	Expense Transfers (510)	(169.2)	(156.9)	(425.9)	(492.1)	(1,244.2)
15	Total Modal Expenses (*)	13,034.4	4,987.4	2,548.9	4,294.2	24,914.9
16	Americans with Disabilities Act of 1990 (ADA)-Related Expenses (DR only)					1,457.8

(*) Includes double-counting

	Reconciling Items	Funds Applied	Funds Not Applied	Total Expenses for Period
17	Interest Expenses (511)	680.8	58.6	739.4
18	Leases and Rentals (512)	241.9	1.5	243.4
19	Purchase Lease Agreement (514)	64.6	0.0	64.6
20	Related Parties Lease Agreement (515)	3.5	0.7	4.2
21	Depreciation (513)	6.1	4,494.3	4,500.6
22	Amortization of Intangibles (513.3)	2.5	43.7	46.2
23	Other Reconciling Items (516)	109.6	191.9	301.4
24	Total Reconciling Items	1,109.0	4,790.6	5,899.6
25	Americans with Disabilities Act of 1990 (ADA)-Related Expenses (DR only)	55.7	33.2	88.9
26	Total Expenses from Published Reports for Transit Operations*	26,023.9	9,554.3	35,578.2

(*) Includes double-counting (Purchased transportation filing separate report)

2003 National Transit Summaries and Trends

Operator's Wages form (F-50)(*)

	Time Classification	a	b
	Operating Time	Dollars (Millions)	Clock Hours (Thousands)
01	Platform Time	2,679.6	136,292.6
02	Straight Time and Allowances	347.4	17,140.5
03	Premium Time	24.8	24,825.3
04	Total Operating Time	3,255.4	
05	Non-Operating Time	163.5	8,678.3
06	Total Operating and Non-Operating Time	3,418.9	

(*) Directly operated service only: reported by agencies operating more than 150 vehicles in maximum service.

Stations and Maintenance Facilities form (A-10)

		a	b	c	d	e	f	g
	Passenger Stations	Number of Facilities						
01	American with Disabilities Act of 1990 (ADA) accessible	2,903						
02	American with Disabilities Act of 1990 (ADA) non-accessible	1,295						
03	Total Stations	4,198						
04	Number of Multi-Modal Stations	931						
05	Escalators	2,057						
06	Elevators	1,602						
	Maintenance Facilities (Directly Operated)		Leased from Another Public Agency	Leased from a Private Entity				
	General Purpose Maintenance Facilities	Owned						Total
07	Serving under 200 vehicles	529.3	29.9	15.0				574.2
08	Serving 200 - 300 vehicles	91.5	14.0	2.0				107.5
09	Serving more than 300 vehicles	31.0	5.0	0.0				36.0
10	Number of Heavy Maintenance Facilities	54.2	2.0	3.0				59.2
11	Total Maintenance Facilities	706.0	50.9	20.0				776.9
	Maintenance Facilities (Purchased Transportation)				Owned by Public Agency for Service Provider	Leased by Public Agency for Service Provider	Leased by Service Provider	
	General Purpose Maintenance Facilities	Owned						Total
07	Serving under 200 vehicles	120.2			263.7	26.3	222.6	632.8
08	Serving 200 - 300 vehicles	2.0			4.0	1.0	2.0	9.0
09	Serving more than 300 vehicles	0.0			1.0	0.0	0.0	1.0
10	Number of Heavy Maintenance Facilities	1.0			5.0	2.0	5.0	13.0
11	Total Maintenance Facilities	123.2			273.7	29.3	229.6	655.8

2003 National Transit Summaries and Trends

Transit Way Mileage form (A-20)

Rail Modes			
	Guideway Classification	Miles of Track	
01	At grade: Exclusive right-of-way	4,528.3	
02	At grade: With cross traffic	3,630.8	
03	At grade: Mixed and cross traffic	338.3	
04	Elevated-on-structure	625.6	
05	Elevated-on-fill	622.7	
06	Open-cut	177.2	
07	Subway	897.7	
08	Total Miles	10,820.6	
		Crossings	
09	At Grade Crossings: With cross traffic	3,484.0	
10	At Grade Crossings: Mixed and cross traffic	2,457.0	
	Total Crossings	5,941.0	
Non-Rail			
	Guideway Classification	Lane Miles	
12	Exclusive right-of-way	2,195.3	
13	Controlled access right-of-way	1,528.3	
	Total Miles	3,723.6	

Service form (S-10) Rail Modes

		a	b	c	d	e	f	g	h
Maximum Service Vehicles									
01	Vehicles operated in maximum service	14,965							
02	Vehicles available for maximum service	18,295							
		Average Weekday	Average Saturday	Average Sunday	Annual Total	AM Peak	Midday	PM Peak	Other
Service Supplied									
05	Trains in operation	2,661	1,568	1,326		2,612	1,701	2,583	1,146
06	Passenger cars in operation	14,414	7,698	6,485		14,364	8,544	14,080	5,783
07	Total actual train miles	571,090	365,296	309,289	183,007,234				
08	Total actual train hours	28,878	19,633	16,152	9,294,541				
09	Total actual train revenue miles	548,699	356,181	301,672	176,126,231				
10	Total actual train revenue hours	27,145	18,151	15,367	8,761,314				
11	Total actual passenger car miles	3,119,389	1,840,299	1,539,164	982,391,030				
12	Total actual passenger car revenue miles	2,977,810	1,787,718	1,493,541	939,678,992				
13	Total scheduled passenger car revenue miles	3,037,087	1,825,927	1,497,276	954,529,294				
14	Total actual passenger car hours	143,610	85,498	71,779	45,224,275				
15	Total actual passenger car revenue hours	134,055	81,341	68,151	42,351,071				
Service Consumed									
18	Unlinked passenger trips	11,381,143	5,733,887	4,234,471	3,433,510,388				
19	Passenger miles	83,730,248	35,370,282	26,329,599	24,658,953,614				
Service Operated									
21	Days schedule operated	17,386	3,270	3,278	23,934				
22	Days not operated due to strikes	0	0	0	0				
23	Days not operated due to officially declared emergencies	10	0	0	10				
Directional Route Miles									
27	Total	9,525							

2003 National Transit Summaries and Trends

Service form (S-10) Non-Rail Modes

		a	b	c	d	e	f	g	h
Maximum Service Vehicles									
01	Vehicles operated in maximum service	78,876							
02	Vehicles available for maximum service	96,651							
		Average Weekday	Average Saturday	Average Sunday	Annual Total	AM Peak	Midday	PM Peak	Other
Service Supplied									
06	Vehicles in operation	74,876	32,148	21,413		47,558	29,606	47,199	15,167
11	Total actual vehicle miles	9,888,706	4,782,668	3,004,648	2,932,379,291				
12	Total actual vehicle revenue miles	8,505,459	4,279,810	2,669,167	2,536,277,836				
13	Total scheduled vehicle revenue miles	6,302,830	3,565,977	2,221,064	1,917,984,063				
14	Total actual vehicle hours	717,609	370,489	236,404	215,686,737				
15	Total actual vehicle revenue hours	636,378	337,708	213,987	191,951,135				
16	Charter service hours				TBD				
17	School bus hours				TBD				
Service Consumed									
18	Unlinked passenger trips	18,004,169	9,871,668	7,131,505	5,442,525,693				
19	Passenger miles	70,384,817	35,776,431	29,653,891	21,017,877,512				
Service Operated									
21	Days schedule operated	271,362	47,293	30,507	348,858				
22	Days not operated due to strikes	5	1	1	7				
23	Days not operated due to officially declared emergencies	126	12	15	153				
Directional Route Miles									
	Exclusive right of way (*)	1,501							
	Controlled access right of way (*)	1,312							
	Mixed traffic right of way	221,382							
27	Total	224,195							

(*) Includes some double-counting. These are directional route miles at fiscal year-end for all levels of service.

2003 National Transit Summaries and Trends

Employees form (R-10)(*)

	Labor Classifications	a	b	c	d
		Employee Work Hours		Actual Person Count	
		Full Time Employees	Part Time Employees	Full Time Employees	Part Time Employees
01	Operating Labor Vehicle operations (010)	264,908,483	17,253,588	131,803	14,481
02	Vehicle maintenance (041)	90,674,149	406,127	45,342	424
03	Non-vehicle maintenance (042)	50,441,993	212,470	25,313	220
04	General administration (160)	44,366,117	1,396,905	27,369	2,011
05	Total Operating Labor	450,390,742	19,269,090	229,828	17,136
06	Total Capital Labor	26,588,225	383,512	11,422	237,089
07	Total Labor	476,978,967	19,652,602	241,250	254,225

(*) Directly Operated Service Only.

Maintenance Performance form (R-20)(*)

	Revenue Vehicle System Failures	a Number of Failures
01	Major mechanical system failures	280,655
02	Other mechanical system failures	194,766
03	Total Revenue Vehicle System Failures	475,421
04	Total Labor Hours for Inspection and Maintenance	61,973,120

(*) Directly Operated Service Only

Energy Consumption form (R-30)(*)

	Energy Type	a Total Units Consumed
	Kilowatt hour of propulsion power	5,506,654,330
	Kilowatt hour to charge batteries	1,366,218
	Gallons of diesel fuel	554,285,931
	Gallons of gasoline	10,075,375
	Gallons of liquefied petroleum gas	2,710,616
	Gallons of liquefied natural gas	12,231,908
	Gallons of methanol	0
	Gallons of ethanol	35,357
	Gallons of compressed natural gas	79,455,951
	Gallons of bunker fuel	0
	Gallons of kerosene	529,200
	Gallons of grain additive fuel	0
	Gallons of bio-diesel fuel	959,503
	Gallons of other fuel	148,145

(*) Directly operated service only

Data Used to Compile Graphics

Funds Applied to Transit 1985 — 2003

Year	Unlinked Passenger Trips (Millions)	Federal Funding (Millions)
1985	\$8,349.7	\$3,344.3
1986	\$7,930.3	\$3,587.8
1987	\$7,865.8	\$3,292.2
1988	\$7,812.5	\$3,152.0
1989	\$8,098.0	\$3,094.4
1990	\$7,965.6	\$3,457.8
1991	\$7,738.1	\$3,394.3
1992	\$7,696.2	\$3,449.6
1993	\$7,432.7	\$3,296.6
1994	\$7,701.6	\$3,379.6
1995	\$7,503.7	\$4,081.5
1996	\$7,564.6	\$4,059.9
1997	\$7,954.2	\$4,742.0
1998	\$8,115.1	\$4,420.8
1999	\$8,523.2	\$4,586.2
2000	\$8,719.9	\$5,267.5
2001	\$9,007.8	\$6,585.7
2002	\$9,016.7	\$6,218.9
2003	\$8,876.0	\$6,688.0
% Change	6.3%	100.0%

Vehicle Revenue Miles (Millions) by Mode 1991 — 2003

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other	Total
1991	1,552.9	197.9	185.8	508.3	26.6	11.0	16.8	2,499.3
1992	1,559.3	199.9	208.6	509.7	27.8	15.0	17.2	2,537.5
1993	1,578.3	203.4	243.4	505.2	26.9	19.1	16.8	2,593.2
1994	1,585.8	209.5	272.8	516.0	33.3	22.5	39.6	2,679.5
1995	1,590.8	217.8	297.3	521.8	33.9	22.4	48.5	2,732.4
1996	1,577.3	221.4	307.9	527.8	36.7	32.9	46.6	2,750.6
1997	1,605.7	229.6	350.1	539.7	39.8	40.0	48.4	2,853.3
1998	1,652.5	238.3	388.6	549.2	42.3	53.3	46.4	2,970.4
1999	1,719.3	243.4	418.2	561.2	47.1	59.9	62.3	3,111.4
2000	1,763.7	247.9	452.4	578.2	51.4	61.7	47.0	3,202.4
2001	1,821.2	253.1	490.3	591.1	53.2	65.5	44.6	3,319.0
2002	1,863.8	259.1	525.2	603.5	60.0	70.6	44.6	3,426.8
2003	1,891.3	261.9	544.3	611.9	63.5	72.1	40.8	3,476.0
% Change	21.1%	32.3%	192.9%	20.4%	139.0%	554.8%	142.4%	39.1%

Unlinked Passenger Trips (Million) by Mode 1991 — 2003

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other	Total
1991	4,825.5	323.8	42.4	2,167.0	183.6	3.2	192.6	7,738.1
1992	4,748.5	313.5	45.4	2,207.2	187.4	4.0	190.2	7,696.2
1993	4,638.5	320.8	52.0	2,045.6	187.5	5.4	183.0	7,432.7
1994	4,629.4	339.0	54.1	2,169.4	282.2	5.8	221.9	7,701.6
1995	4,579.1	343.5	54.9	2,033.5	249.3	6.1	237.3	7,503.7
1996	4,505.6	352.2	54.5	2,156.9	258.7	7.9	228.7	7,564.6
1997	4,602.0	357.2	60.0	2,429.5	259.4	9.3	236.8	7,954.2
1998	4,753.7	380.6	66.1	2,392.8	272.9	10.5	238.4	8,115.1
1999	4,991.9	395.7	68.6	2,521.4	288.6	12.0	244.9	8,523.2
2000	5,040.2	412.8	73.2	2,632.2	316.2	11.8	233.6	8,719.9
2001	5,215.1	418.1	76.7	2,728.3	333.9	11.9	223.7	9,007.8
2002	5,267.5	414.1	78.8	2,688.0	336.5	12.2	219.6	9,016.7
2003	5,146.5	409.7	81.8	2666.8	337.7	13.5	220.1	8,876.0
% Change	6.7%	26.5%	92.8%	23.1%	83.9%	325.1%	14.3 %	14.7 %

Distribution of Vehicle Revenue Miles

Mode	1991 Vehicle Revenue Miles	%	2003 Vehicle Revenue Miles	%
Bus	1,552.9	62.1%	1,881.3	54.1%
Commuter Rail	197.9	7.9%	261.9	7.5%
Demand Response	185.8	7.4%	544.3	15.7%
Heavy Rail	508.3	20.3%	611.9	17.6%
Light Rail	26.6	1.1%	63.5	1.8%
Vanpool	11.0	0.4%	72.1	2.1%
Other	16.8	0.7%	40.8	1.2%
Total	2,499.3		3,476.0	

Distribution of Unlinked Passenger Trips

Mode	1991 Unlinked Passenger Trips	%	2003 Unlinked Passenger Trips	%
Bus	4,825.5	62.4%	5,146.5	58.0%
Commuter Rail	323.8	4.2%	409.7	4.6%
Demand Response	42.4	0.5%	81.1	0.9%
Heavy Rail	2,167.0	28.0%	2,666.8	30.0%
Light Rail	183.6	2.4%	337.7	3.8%
Vanpool	3.2	0.0%	13.5	0.2%
Other	192.6	2.5%	220.2	2.5%
Total	7,738.1		8,876.0	

2003 National Transit Summaries and Trends

Relative Impact of the Data by UZA Size Group 2003

Item	UZAs with Less Than 200,000 Population	UZAs with More Than 200,000 and Less Than 1 Million Population	UZAs with More Than 1 Million Population
Uses of Capital — Non-Rolling Stock	0.8%	4.4%	94.7%
Passenger Fares	1.6%	4.9%	93.4%
Unlinked Trips	2.4%	7.4%	90.2%
Operating Expense	3.1%	9.2%	87.7%
Uses of Capital — Rolling Stock	3.8%	7.7%	88.5%
Vehicle Revenue Hours	6.0%	14.2%	79.8%
Vehicles Operated in Maximum Service	7.6%	15.1%	77.2%

Total Operating Expense (Millions) 1991 — 2003

Year	Total Operating Expense (Millions)
1991	\$15,404.0
1992	\$15,499.3
1993	\$15,473.0
1994	\$16,320.0
1995	\$16,181.6
1996	\$16,301.9
1997	\$16,962.0
1998	\$17,580.0
1999	\$18,781.2
2000	\$20,008.7
2001	\$21,528.8
2002	\$22,905.1
2003	\$24,185.2
% Change	57.0%

Total Operating Expense (Millions) by Mode 1991 — 2003

Year	Bus (Millions)	Commuter Rail (Millions)	Demand Response (Millions)	Heavy Rail (Millions)	Light Rail (Millions)	Vanpool (Millions)	Other (Millions)	Total (Millions)
1991	\$8,330.0	\$2,175.0	\$443.0	\$3,841.0	\$290.0	\$5.3	\$319.7	\$15,404.0
1992	\$8,625.0	\$2,170.0	\$500.0	\$3,555.1	\$307.2	\$10.1	\$331.9	\$15,499.3
1993	\$8,514.0	\$2,079.9	\$540.1	\$3,668.6	\$314.1	\$13.6	\$342.8	\$15,473.0
1994	\$8,860.0	\$2,227.8	\$633.9	\$3,786.2	\$411.6	\$14.9	\$386.1	\$16,320.0
1995	\$8,972.2	\$2,206.7	\$689.5	\$3,522.9	\$375.2	\$17.0	\$398.0	\$16,181.6
1996	\$8,995.3	\$2,294.0	\$750.1	\$3,401.9	\$440.3	\$17.8	\$402.5	\$16,301.9
1997	\$9,421.9	\$2,274.7	\$872.5	\$3,473.7	\$471.4	\$22.7	\$426.4	\$16,962.0
1998	\$9,712.9	\$2,355.2	\$995.2	\$3,529.6	\$493.0	\$28.4	\$465.5	\$17,580.0
1999	\$10,342.1	\$2,569.5	\$1,103.8	\$3,693.4	\$536.2	\$31.6	\$504.6	\$18,781.2
2000	\$11,026.4	\$2,679.0	\$1,225.4	\$3,930.8	\$596.6	\$32.2	\$518.3	\$20,008.7
2001	\$11,814.0	\$2,852.0	\$1,409.9	\$4,180.1	\$676.5	\$34.2	\$562.2	\$21,528.8

Total Operating Expense (Millions) by Mode 1991 — 2003 (continued)

Year	Bus (Millions)	Commuter Rail (Millions)	Demand Response (Millions)	Heavy Rail (Millions)	Light Rail (Millions)	Vanpool (Millions)	Other (Millions)	Total (Millions)
2002	\$12,585.7	\$2,994.7	\$1,635.7	\$4,267.5	\$778.3	\$38.6	\$604.6	\$22,905.1
2003	\$13,315.8	\$3,172.7	\$1,778.7	\$4,446.2	\$815.2	\$45.8	\$610.8	\$24,185.2
% Change	59.9%	45.9%	301.5%	15.8%	181.1%	756.0%	91.1%	57.0%

Operating Expense by Function and Object Class Function 2003

	Operating Expense (Millions)	%
Vehicle Operations	\$12,588.8	52.1%
Vehicle Maintenance	\$4,855.9	20.1%
Non-Vehicle Maintenance	\$2,522.9	10.4%
General Administration	\$4,217.6	17.4%
Total	\$24,185.2	

Object Class — Directly Operated Service 2003

	Operating Expense (Millions)	%
Salaries	\$10,787.0	50.8%
Fringe Benefits	\$6,445.4	30.4%
Services	\$1,315.8	6.2%
Materials and Supplies	\$2,156.5	10.2%
Utilities	\$777.6	3.7%
Other	-\$266.4	-1.3%
Total — Directly Operated	\$21,215.8	
Purchased Transportation (*)	\$2,969.4	
Total	\$24,185.2	

(*) Does not include purchased transportation detailed by object class.

Operating Expense per Unlinked Passenger Trip by Mode 1991 — 2003

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other
1991	\$1.7	\$6.7	\$10.4	\$1.8	\$1.6	\$1.7	\$1.7
1992	\$1.8	\$6.9	\$11.0	\$1.6	\$1.6	\$2.5	\$1.7
1993	\$1.8	\$6.5	\$10.4	\$1.8	\$1.7	\$2.5	\$1.9
1994	\$1.9	\$6.6	\$11.7	\$1.7	\$1.5	\$2.6	\$1.7
1995	\$2.0	\$6.4	\$12.6	\$1.7	\$1.5	\$2.8	\$1.7
1996	\$2.0	\$6.5	\$13.8	\$1.6	\$1.7	\$2.3	\$1.8
1997	\$2.0	\$6.4	\$14.5	\$1.4	\$1.8	\$2.4	\$1.8
1998	\$2.0	\$6.2	\$15.1	\$1.5	\$1.8	\$2.7	\$2.0
1999	\$2.1	\$6.5	\$16.1	\$1.5	\$1.9	\$2.6	\$2.1
2000	\$2.2	\$6.5	\$16.7	\$1.5	\$1.9	\$2.7	\$2.2
2001	\$2.3	\$6.8	\$18.4	\$1.5	\$2.0	\$2.9	\$2.5
2002	\$2.4	\$7.2	\$20.8	\$1.6	\$2.3	\$3.2	\$2.8
2003	\$2.6	\$7.7	\$21.7	\$1.7	\$2.4	\$3.4	\$2.8
% Change	49.9%	15.3%	108.2%	-5.9%	52.9%	101.4%	67.1%

2003 National Transit Summaries and Trends

Operating Expense per Vehicle Revenue Hour by Mode 1991 — 2003

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other
1991	\$68.9	\$368.6	\$33.1	\$177.0	\$138.1	\$16.4	\$147.1
1992	\$70.7	\$374.1	\$33.6	\$152.6	\$146.3	\$22.9	\$153.8
1993	\$69.4	\$346.7	\$32.0	\$148.5	\$165.3	\$23.3	\$162.1
1994	\$72.0	\$359.3	\$32.3	\$151.4	\$178.9	\$22.5	\$109.2
1995	\$72.7	\$339.5	\$33.6	\$139.8	\$163.2	\$27.0	\$85.2
1996	\$73.3	\$342.4	\$35.1	\$133.4	\$176.1	\$19.6	\$96.0
1997	\$75.6	\$334.5	\$36.7	\$133.1	\$181.3	\$21.2	\$84.8
1998	\$75.6	\$325.4	\$37.5	\$131.7	\$181.0	\$20.3	\$98.5
1999	\$69.5	\$302.3	\$33.3	\$123.5	\$168.4	\$19.3	\$88.5
2000	\$79.8	\$308.1	\$40.0	\$139.1	\$177.6	\$16.2	\$112.9
2001	\$82.8	\$355.7	\$41.6	\$144.4	\$192.3	\$21.6	\$130.5
2002	\$86.2	\$365.2	\$45.7	\$143.2	\$199.6	\$21.4	\$128.6
2003	\$89.9	\$383.8	\$47.5	\$149.5	\$201.8	\$20.7	\$137.5
% Change	30.4%	4.1%	43.7%	-15.5%	46.2%	26.5%	-6.5%

Unlinked Passenger Trip per Vehicle Revenue Hour by Mode 1991 — 2003

Year	Bus	Commuter Rail	Demand Response	Heavy Rail	Light Rail	Vanpool	Other
1991	39.9	54.9	3.2	99.9	87.4	9.7	88.6
1992	38.9	54.1	3.0	94.7	89.3	9.1	88.1
1993	37.8	53.5	3.1	82.8	98.7	9.2	86.5
1994	37.6	54.7	2.8	86.8	122.7	8.8	62.7
1995	37.1	52.8	2.7	80.7	108.4	9.7	50.8
1996	36.7	52.6	2.5	84.6	103.5	8.6	54.6
1997	36.9	52.5	3.7	93.1	99.8	8.7	47.1
1998	37.0	52.6	2.5	89.3	100.2	7.5	50.5
1999	33.5	46.6	2.1	84.3	90.6	7.4	42.9
2000	36.5	47.5	2.4	93.1	94.1	5.9	50.9
2001	36.5	52.1	2.3	94.3	94.9	7.5	52.0
2002	36.1	50.5	2.2	90.2	86.3	6.8	46.7
2003	34.7	49.6	2.2	89.7	83.6	6.1	49.6
% Change	-13.0%	-9.7%	-31.0%	-10.2%	-4.4%	-37.2%	-44.0%

Distribution of Fatalities (Excluding Suicides) 2003

	Number of Fatalities	%
Passengers	34	19.7%
Revenue Facility Occupants	16	9.2%
Employees	8	4.6%
Other Workers	0	0.0%
Trespassers	19	11.0%
Other	96	55.5%
Total	173	

(*) Does not include Commuter Rail

ADA Lift- or Ramp- Equipped Buses Total 1993 — 2003

Year	Buses	ADA-Lift or Ramp- Equipped	ADA-Lift or Ramp- Equipped (%)
1993	55,726	29,088	52.2%
1994	57,023	31,065	54.5%
1995	57,322	35,381	61.7%
1996	57,369	38,316	66.8%
1997	58,975	40,932	69.4%
1998	60,830	46,278	76.1%
1999	63,618	51,213	80.5%
2000	65,324	54,585	83.6%
2001	67,379	58,785	87.2%
2002	68,418	64,407	91.4%
2003	68,596	65,375	95.3%
% Change	23.1%	124.7%	43.1%

ADA Lift- or Ramp- Equipped Buses 1993 — 2003

Year	"A" Type Buses			"B" Type Buses		
	Buses	ADA-Lift or Ramp- Equipped	ADA-Lift or Ramp- Equipped (%)	Buses	ADA-Lift or Ramp- Equipped	ADA-Lift or Ramp- Equipped (%)
1993	46,413	23,338	50.3%	3,542	1,911	54.0%
1994	46,979	24,398	51.9%	3,693	2,153	58.3%
1995	46,355	27,420	59.2%	3,879	2,561	66.0%
1996	45,587	29,073	63.8%	4,233	3,081	72.8%
1997	45,502	29,684	65.2%	5,136	4,143	80.7%
1998	46,188	33,512	72.6%	5,929	5,150	86.9%
1999	46,891	36,029	76.8%	6,613	5,959	90.1%
2000	47,017	37,581	79.9%	7,455	6,926	92.9%
2001	47,925	40,501	84.5%	7,830	7,337	93.7%
2002	47,764	44,035	92.2%	8,693	8,550	98.4%
2003	46,608	43,780	93.9%	9,346	9,127	97.7%
% Change	0.4%	87.6%	43.6%	163.9%	377.6%	43.7%

Year	"C" Type Buses			Articulated Buses		
	Buses	ADA-Lift or Ramp- Equipped	ADA-Lift or Ramp- Equipped (%)	Buses	ADA-Lift or Ramp- Equipped	ADA-Lift or Ramp- Equipped (%)
1993	3,964	3,146	79.4%	1,807	693	38.4%
1994	4,738	3,795	80.1%	1,613	719	44.6%
1995	5,372	4,539	84.5%	1,716	861	50.2%
1996	5,998	5,269	87.8%	1,551	893	57.6%
1997	6,853	6,194	90.4%	1,484	911	61.4%
1998	7,147	6,545	91.6%	1,566	1,071	68.4%
1999	8,265	7,722	93.4%	1,849	1,503	81.3%
2000	8,850	8,366	94.5%	2,002	1,712	85.5%
2001	9,622	9,176	95.4%	2,002	1,771	88.5%
2002	9,822	9,743	99.2%	2,139	2,079	97.2%
2003	10,084	10,002	99.2%	2,558	2,466	96.4%
% Change	154.4%	217.9%	19.8%	41.6%	255.8%	58.1%

2003 National Transit Summaries and Trends

Federal Operating Assistance as a Percent of Operating Funds 1991 — 2003

Year	Federal Operating Assistance	Total Operating Funding (Millions)	Federal Operating Assistance (*) (%)
1991	\$821.5	\$15,234.7	5.4%
1992	\$850.0	\$15,943.7	5.3%
1993	\$913.0	\$16,757.9	5.4%
1994	\$861.5	\$17,344.7	5.0%
1995	\$767.8	\$17,174.3	4.5%
1996	\$553.6	\$17,623.5	3.1%
1997	\$604.5	\$17,931.4	3.4%
1998	\$741.3	\$18,279.6	4.1%
1999	\$860.3	\$19,345.9	4.4%
2000	\$984.4	\$20,691.8	4.8%
2001	\$1,117.3	\$22,074.9	5.1%
2002	\$1,302.2	\$24,157.5	5.4%
2003	\$1,596.1	\$25,375.6	6.3%
% Change	94.3%	66.6%	

Federal Operating Assistance per Passenger by UZA 1991 — 2003

UZAs with More Than 1 Million Population			
Year	Federal Operating Assistance (*) (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Passenger
1991	\$589.7	6,804.6	\$0.09
1992	\$586.7	6,775.9	\$0.09
1993	\$641.9	6,511.9	\$0.10
1994	\$591.9	6,778.7	\$0.09
1995	\$511.0	6,594.4	\$0.08
1996	\$354.8	6,688.4	\$0.05
1997	\$418.0	7,029.8	\$0.06
1998	\$494.0	7,172.8	\$0.07
1999	\$570.0	7,544.9	\$0.08
2000	\$618.7	7,718.3	\$0.08
2001	\$714.8	7,990.5	\$0.09
2002	\$910.3	8,139.8	\$0.11
2003	\$1,111.9	8,008.8	\$0.14
% Change	88.6%	17.7%	60.2%

Federal Operating Assistance per Passenger by UZA 1991 — 2003 (Continued)

UZAs with More Than 200,000 and Less Than 1 Million Population			
Year	Federal Operating Assistance (*) (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Passenger
1991	\$168.6	674.9	\$0.25
1992	\$165.4	687.7	\$0.24
1993	\$168.7	684.0	\$0.25
1994	\$164.5	685.7	\$0.24
1995	\$155.6	667.8	\$0.23
1996	\$110.5	640.1	\$0.17
1997	\$105.2	683.9	\$0.15
1998	\$152.1	694.0	\$0.22
1999	\$194.6	722.8	\$0.27
2000	\$233.5	747.1	\$0.31
2001	\$243.9	747.1	\$0.33
2002	\$259.5	671.3	\$0.39
2003	\$316.7	656.8	\$0.48
% Change	87.8%	-2.7%	93.0%

UZAs with Less Than 200,000 Population			
Year	Federal Operating Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Operating Assistance per Passenger
1991	\$91.7	227.9	\$0.40
1992	\$97.0	232.1	\$0.42
1993	\$102.5	236.8	\$0.43
1994	\$105.1	237.2	\$0.44
1995	\$101.3	228.9	\$0.44
1996	\$88.3	236.1	\$0.37
1997	\$81.3	268.6	\$0.30
1998	\$95.5	248.3	\$0.38
1999	\$109.4	253.9	\$0.43
2000	\$154.6	254.6	\$0.52
2001	\$132.5	269.7	\$0.57
2002	\$132.5	206.6	\$0.64
2003	\$167.5	210.5	\$0.80
% Change	82.6%	-7.6%	97.8%

Total Federal Operating Assistance per Passenger by UZA Size 1991 — 2003

Year	UZAs with More Than 200,000 and Less Than 1 Million			Total
	UZAs Over 1 Million	UZAs with More Than 200,000 and Less Than 1 Million	UZAs Under 200,000	
1991	\$0.09	\$0.25	\$0.40	\$0.11
1992	\$0.09	\$0.24	\$0.42	\$0.11
1993	\$0.10	\$0.25	\$0.43	\$0.12
1994	\$0.09	\$0.24	\$0.44	\$0.11
1995	\$0.08	\$0.23	\$0.44	\$0.10
1996	\$0.05	\$0.17	\$0.37	\$0.07
1997	\$0.06	\$0.15	\$0.30	\$0.08
1998	\$0.07	\$0.22	\$0.38	\$0.09
1999	\$0.08	\$0.27	\$0.43	\$0.10
2000	\$0.08	\$0.31	\$0.52	\$0.11
2001	\$0.09	\$0.33	\$0.57	\$0.12
2002	\$0.12	\$0.39	\$0.64	\$0.14
2003	\$0.14	\$0.48	\$0.80	\$0.18
% Change	60.2%	93.0%	97.8%	63.0%

Recovery Ratio 1991 — 2003

Year	Fare Revenues (Millions)	Total Operating Expense (Millions)	Recovery Ratio (%)
1991	\$5,599.4	\$15,404.0	36.4%
1992	\$5,697.3	\$15,499.0	36.8%
1993	\$6,117.1	\$15,472.7	39.5%
1994	\$6,466.4	\$16,319.8	39.6%
1995	\$6,478.9	\$16,181.6	40.0%
1996	\$6,964.8	\$16,301.9	42.7%
1997	\$7,126.7	\$16,963.3	42.0%
1998	\$7,276.5	\$17,580.0	41.4%
1999	\$7,437.6	\$18,781.2	39.6%
2000	\$7,771.8	\$20,008.7	38.8%
2001	\$8,115.2	\$21,528.8	37.7%
2002	\$8,148.8	\$22,932.6	35.5%
2003	\$8,452.2	\$24,185.2	34.9%
% Change	50.9%	57.0%	

Recovery Ratio by UZA 1991 – 2002

UZAs with More Than 1 Million Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1991	\$5,200.6	\$13,732.2	37.9%
1992	\$5,297.0	\$13,749.1	38.5%
1993	\$5,685.3	\$13,661.1	41.6%
1994	\$6,017.6	\$14,385.9	41.8%
1995	\$6,027.4	\$14,221.9	42.4%
1996	\$6,482.5	\$14,308.5	45.3%
1997	\$6,588.7	\$14,769.3	44.6%
1998	\$6,706.0	\$15,257.6	44.0%
1999	\$6,905.8	\$16,293.0	42.4%
2000	\$7,205.5	\$17,286.3	41.7%
2001	\$7,465.0	\$18,522.5	40.3%
2002	\$7,584.0	\$20,147.1	37.6%
2003	\$7,895.0	\$21,217.3	37.2%
% Change	51.8%	54.5%	

UZAs with More Than 200,000 and Less Than 1 Million Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1991	\$305.6	\$1,233.3	24.8%
1992	\$303.6	\$1,289.3	23.5%
1993	\$320.0	\$1,307.4	24.5%
1994	\$328.3	\$1,393.9	23.6%
1995	\$333.3	\$1,425.5	23.4%
1996	\$358.2	\$1,425.6	25.1%
1997	\$404.4	\$1,592.0	25.4%
1998	\$415.5	\$1,671.0	24.9%
1999	\$385.5	\$1,793.9	21.5%
2000	\$413.3	\$1,989.6	20.8%
2001	\$456.1	\$2,172.6	21.0%
2002	\$413.0	\$2,078.1	19.9%
2003	\$418.3	\$2,221.1	18.8%
% Change	36.9%	80.1%	

2003 National Transit Summaries and Trends

Recovery Ratio by UZA 1991 — 2003 (Continued)

UZAs with Less Than 200,000 Population			
Year	Fare Revenues (Millions)	Operating Expenses (Millions)	Recovery Ratio (%)
1991	\$93.3	\$439.0	21.3%
1992	\$96.7	\$460.2	21.0%
1993	\$111.7	\$504.2	22.2%
1994	\$120.5	\$540.1	22.3%
1995	\$117.9	\$534.1	22.1%
1996	\$123.9	\$567.8	21.8%
1997	\$133.7	\$602.3	22.2%
1998	\$146.0	\$651.3	22.4%
1999	\$146.3	\$694.3	21.1%
2000	\$153.0	\$732.9	20.9%
2001	\$194.1	\$833.7	23.3%
2002	\$151.8	\$707.4	21.5%
2003	\$138.0	\$746.8	18.5%
% Change	47.9%	70.1%	

Subsidy per Passenger 1991 — 2003

Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1991	\$9,415.2	7,735.0	\$1.22
1992	\$9,362.3	7,695.0	\$1.22
1993	\$9,553.6	7,432.7	\$1.29
1994	\$10,303.6	7,701.6	\$1.34
1995	\$10,044.2	7,503.7	\$1.34
1996	\$9,747.6	7,564.6	\$1.29
1997	\$9,833.6	7,954.2	\$1.24
1998	\$10,211.4	8,115.1	\$1.39
1999	\$11,343.6	8,523.2	\$1.46
2000	\$12,920.0	8,719.9	\$1.56
2001	\$13,959.7	9007.8	\$1.65
2002	\$16,042.4	9,017.8	\$1.78
2003	\$16,923.3	8,876.1	\$1.91
% Change	79.7%	14.8%	56.6%

Subsidy per Passenger by UZA 1991 — 2003

UZAs with More Than 1 Million Population			
Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1991	\$8,127.2	6,804.6	\$1.19
1992	\$8,022.6	6,775.9	\$1.18
1993	\$8,137.1	6,511.9	\$1.25
1994	\$8,755.3	6,778.7	\$1.29
1995	\$8,492.3	6,594.4	\$1.29
1996	\$8,288.2	6,688.4	\$1.24
1997	\$8,230.4	7,029.8	\$1.17
1998	\$8,542.4	7,172.8	\$1.23
1999	\$9,387.2	7,544.9	\$1.29
2000	\$10,938.8	7,718.3	\$1.45
2001	\$11,781.4	7,990.5	\$1.55
2002	\$13,763.0	8,139.8	\$1.69
2003	\$14,434.2	8,008.8	\$1.80
% Change	77.6%	17.3%	51.4%

UZAs with More Than 200,000 and Less Than 1 Million Population			
Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1991	\$948.5	674.9	\$1.41
1992	\$977.4	687.7	\$1.42
1993	\$1,031.2	684.0	\$1.51
1994	\$1,135.3	685.7	\$1.66
1995	\$1,135.4	667.8	\$1.70
1996	\$1,039.2	640.1	\$1.62
1997	\$1,165.2	683.9	\$1.70
1998	\$1,192.3	694.0	\$1.84
1999	\$1,408.4	722.8	\$2.14
2000	\$1,411.8	747.1	\$2.11
2001	\$1,524.4	747.1	\$2.33
2002	\$1,712.6	671.3	\$2.55
2003	\$1,873.6	656.6	\$2.85
% Change	97.5%	-3.3%	104.2%

Subsidy per Passenger by UZA 1991 — 2003 (Continued)

UZAs with Less Than 200,000 Population			
Year	Subsidy (Millions)	Passengers (Millions)	Subsidy per Passenger
1991	\$316.5	227.9	\$1.39
1992	\$344.7	232.1	\$1.49
1993	\$385.4	236.8	\$1.63
1994	\$413.0	237.2	\$1.74
1995	\$416.5	228.9	\$1.82
1996	\$420.2	236.1	\$1.78
1997	\$438.0	268.6	\$1.63
1998	\$476.8	248.3	\$1.96
1999	\$548.0	253.9	\$2.20
2000	\$569.5	254.6	\$2.28
2001	\$653.9	269.7	\$2.47
2002	\$566.8	206.6	\$2.74
2003	\$615.5	210.5	\$2.92
% Change	94.5%	-7.7%	110.6%

Funding Sources by Urbanized Area Size 1991 — 2003

UZAs with More Than 1 Million Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1991	\$5,200.6	\$2,312.9	\$580.4	\$2,719.3	\$3,377.7	\$14,190.9
1992	\$5,297.0	\$2,177.0	\$572.0	\$3,276.4	\$2,771.0	\$14,093.5
1993	\$5,685.3	\$2,135.1	\$639.1	\$3,073.7	\$3,283.0	\$14,816.2
1994	\$6,017.6	\$2,625.7	\$543.0	\$3,161.9	\$2,941.6	\$15,289.8
1995	\$6,027.4	\$2,259.8	\$509.6	\$3,165.3	\$3,144.1	\$15,106.3
1996	\$6,482.5	\$2,275.8	\$353.3	\$3,337.8	\$3,154.7	\$15,604.0
1997	\$6,588.7	\$2,415.8	\$414.4	\$3,153.4	\$3,127.9	\$15,700.2
1998	\$6,715.0	\$2,494.2	\$494.0	\$3,335.6	\$3,238.4	\$16,004.1
1999	\$6,910.0	\$2,806.9	\$570.0	\$3,809.9	\$3,381.1	\$17,114.0
2000	\$7,205.5	\$2,893.3	\$618.7	\$3,838.3	\$4,026.5	\$18,144.2
2001	\$7,465.0	\$2,716.0	\$714.8	\$4,494.3	\$4,509.4	\$19,246.4
2002	\$7,584.0	\$3,264.5	\$910.3	\$5,498.7	\$4,089.5	\$21,347.0
2003	\$7,896.0	\$3,702.3	\$1,111.9	\$5,365.5	\$4,254.4	\$22,330.1
% Change	51.8%	60.1%	91.6%	97.3%	26.0%	57.4%

2003 National Transit Summaries and Trends

Funding Sources by Urbanized Area Size 1991 — 2003 (Continued)

UZAs with More Than 200,000 and Less Than 1 Million Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1991	\$305.6	\$271.9	\$160.8	\$238.0	\$324.0	\$1,300.3
1992	\$303.6	\$276.4	\$161.7	\$205.2	\$383.8	\$1,330.7
1993	\$320.0	\$323.5	\$167.6	\$221.3	\$388.8	\$1,421.2
1994	\$328.3	\$345.9	\$163.4	\$246.8	\$419.1	\$1,503.6
1995	\$333.3	\$356.4	\$154.8	\$252.3	\$416.0	\$1,512.8
1996	\$358.2	\$291.8	\$109.5	\$221.9	\$495.8	\$1,477.3
1997	\$404.4	\$341.0	\$105.2	\$261.2	\$517.7	\$1,629.4
1998	\$415.5	\$326.3	\$152.1	\$317.8	\$504.0	\$1,630.6
1999	\$385.5	\$297.6	\$194.6	\$373.3	\$503.3	\$1,614.3
2000	\$413.3	\$343.4	\$233.5	\$439.9	\$558.6	\$1,825.1
2001	\$456.1	\$364.2	\$243.9	\$457.6	\$677.9	\$1,980.5
2002	\$413.0	\$371.5	\$259.5	\$470.6	\$611.0	\$2,125.6
2003	\$418.3	\$401.3	\$316.7	\$524.4	\$631.3	\$2,291.9
% Change	36.9%	47.6%	96.9%	120.4%	94.9%	76.3%

UZAs with Less Than 200,000 Population						
Year	Fare Revenues (Millions)	Other (Millions)	Federal Assistance (Millions)	State Assistance (Millions)	Local Assistance (Millions)	Total (Millions)
1991	\$93.3	\$42.7	\$91.7	\$92.2	\$132.6	\$452.5
1992	\$96.7	\$42.3	\$97.0	\$107.2	\$140.5	\$483.7
1993	\$111.7	\$23.4	\$102.5	\$114.6	\$168.3	\$520.5
1994	\$120.5	\$17.7	\$105.1	\$131.9	\$176.0	\$551.2
1995	\$117.9	\$20.5	\$101.3	\$132.9	\$182.3	\$554.9
1996	\$123.9	\$28.2	\$88.3	\$144.1	\$187.8	\$572.3
1997	\$133.7	\$30.1	\$81.3	\$156.3	\$200.4	\$601.8
1998	\$146.0	\$91.8	\$95.5	\$165.8	\$163.8	\$653.7
1999	\$146.6	\$92.5	\$109.4	\$168.1	\$175.4	\$682.8
2000	\$153.0	\$104.4	\$132.2	\$167.1	\$175.0	\$722.5
2001	\$194.1	\$122.3	\$154.6	\$175.3	\$210.9	\$848.0
2002	\$126.2	\$121.4	\$132.5	\$143.4	\$161.4	\$718.6
2003	\$138.0	\$117.7	\$167.5	\$152.9	\$117.5	\$753.5
% Change	47.9%	175.7%	82.6%	65.8%	33.8%	66.5%

2003 National Transit Summaries and Trends

Operating Funding Sources by UZA

	UZAs with More Than 1 Million Population				UZAs with More Than 200,000 and Less Than 1 Million Population			
	1991		2003		1991		2003	
	Millions	%	Millions	%	Millions	%	Millions	%
Fare Revenues	\$305.6	23.5%	\$418.3	18.3%	\$5,200.6	36.6%	\$7,896.0	35.4%
Other	\$271.9	20.9%	\$401.3	17.5%	\$2,312.9	16.3%	\$3,702.3	16.6%
Federal Assistance	\$160.8	12.4%	\$316.7	13.8%	\$580.4	4.1%	\$1,111.9	5.0%
State Assistance	\$238.0	18.3%	\$524.4	22.9%	\$2,719.3	19.2%	\$5,365.5	24.0%
Local Assistance	\$324.0	24.9%	\$631.3	27.5%	\$3,377.7	23.8%	\$4,254.4	19.1%
Total	\$1,300.3		\$2,291.9		\$14,190.9		\$22,330.1	

UZAs with Less Than 200,000 Population				
	1991		2003	
	Millions	%	Millions	%
Fare Revenues	\$93.3	20.6%	\$138.0	18.3%
Other	\$42.7	9.4%	\$117.7	15.6%
Federal Assistance	\$91.7	20.3%	\$167.5	22.2%
State Assistance	\$92.2	20.4%	\$152.9	20.3%
Local Assistance	\$132.6	29.3%	\$177.5	23.6%
Total	\$452.5		\$753.5	

Federal Capital Assistance per Unlinked Passenger Trip (*) 1991 — 2003

Year	Federal Assistance (Millions)	Unlinked Passenger Trips (Millions)	Federal Assistance per Unlinked Passenger Trip
1991	\$2,545.0	7,738.1	\$0.33
1992	\$2,599.7	7,696.2	\$0.34
1993	\$2,383.5	7,432.7	\$0.32
1994	\$2,518.1	7,701.6	\$0.33
1995	\$3,313.7	7,503.7	\$0.44
1996	\$3,506.3	7,564.6	\$0.46
1997	\$4,137.5	7,982.4	\$0.52
1998	\$3,651.8	8,115.1	\$0.45
1999	\$3,750.2	8,523.2	\$0.44
2000	\$4,272.8	8,719.9	\$0.49
2001	\$5,494.8	9,007.8	\$0.61
2002	\$4,993.7	9,016.7	\$0.55
2003	\$5,092.0	8,876.0	\$0.57
% Change	100.1%	14.7%	74.4%

(*) Does not include Federal Capital Assistance used to pay for operating expenses.

2003 National Transit Summaries and Trends

Sources of Capital by Urbanized Area Size 2003

UZAs with More Than 1 Million Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	\$4,493.7	37.9%
State Capital Funds	\$1,497.4	12.6%
Local Capital Funds	\$5,854.7	49.3%
Directly Generated Capital Funds	\$21.6	0.2%
Total Capital Assistance	\$11,867.3	

UZAs with More Than 200,000 and Less Than 1 Million Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	\$460.7	66.0%
State Capital Funds	\$98.5	14.1%
Local Capital Funds	\$134.2	19.2%
Directly Generated Capital Funds	\$4.2	0.6%
Total Capital Assistance	\$697.7	

Percent Share of Revenue Vehicles 1991 — 2003

Year	Percent of Revenue Vehicles	Percent of Other Capital
1991	31.9%	68.1%
1992	23.2%	76.8%
1993	27.1%	72.9%
1994	22.4%	77.6%
1995	25.0%	75.0%
1996	25.3%	74.7%
1997	29.3%	70.7%
1998	33.2%	66.8%
1999	34.9%	65.1%
2000	31.4%	68.6%
2001	34.1%	65.9%
2002	33.1%	66.9%
2003	27.3%	72.7%

UZAs with Less Than 200,000 Population		
	Capital Assistance (Millions)	%
Federal Capital Funds Applied to Capital Projects	\$137.5	65.5%
State Capital Funds	\$26.9	12.8%
Local Capital Funds	\$40.7	19.4%
Directly Generated Capital Funds	\$5.0	2.4%
Total Capital Assistance	\$210.1	

Capital Expenditures (Millions) 1991 — 2003

Year	Revenue Vehicles (Millions)	Other Capital (Millions)	Total (Millions)
1991	\$1,632.4	\$3,477.8	\$5,110.2
1992	\$1,221.7	\$4,042.3	\$5,263.9
1993	\$1,554.6	\$4,179.3	\$5,733.9
1994	\$1,251.3	\$4,346.9	\$5,598.2
1995	\$1,751.2	\$5,257.0	\$7,008.2
1996	\$1,757.7	\$5,197.2	\$6,954.9
1997	\$2,237.0	\$5,399.1	\$7,636.1
1998	\$2,461.6	\$4,948.9	\$7,410.5
1999	\$2,944.7	\$5,498.7	\$8,443.4
2000	\$2,839.6	\$6,215.1	\$9,054.7
2001	\$3,692.8	\$7,130.7	\$10,823.5
2002	\$4,065.7	\$8,235.0	\$12,300.7
2003	\$3,481.2	\$9,275.2	\$12,756.4
% Change	113.3%	166.7%	149.6%

2003 National Transit Summaries and Trends

Uses of Capital by Urbanized Area Size — 2003 (Millions)

	UZAs with More Than 1 Million Population	UZAs with More Than 200,000 and Less Than 1 Million Population	UZAs with Less Than 200,000 Population
Guideway	29.3%	12.4%	0.2%
Systems	6.9%	6.4%	3.5%
Stations	15.3%	14.7%	11.8%
Facilities	14.8%	6.9%	8.1%
Rolling Stock	26.0%	39.5%	62.7%
Other Capital	5.8%	14.2%	7.4%
Other Vehicles	0.5%	0.6%	1.1%
Administration Buildings	0.6%	4.4%	4.1%
Fare Equipment	0.6%	0.9%	1.1%
Total	\$11,868.2	\$678.2	\$210.1

Percent of Non-Revenue Vehicle by Mode 1992 — 2003

Bus				
Year	Revenue Vehicle (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
1992	\$543.9	\$753.4	58.1%	\$1,297.3
1993	\$742.6	\$758.9	50.5%	\$1,501.6
1994	\$611.9	\$736.1	54.6%	\$1,348.0
1995	\$877.4	\$962.6	52.3%	\$1,840.0
1996	\$947.0	\$972.5	50.7%	\$1,919.5
1997	\$1,145.0	\$1,083.0	48.6%	\$2,228.0
1998	\$1,259.2	\$1,106.3	46.8%	\$2,365.5
1999	\$1,510.6	\$1,246.2	45.2%	\$2,756.8
2000	\$1,549.2	\$1,206.5	43.8%	\$2,755.7
2001	\$1,748.1	\$1,440.6	45.2%	\$3,188.7
2002	\$1,542.9	\$1,484.9	49.0%	\$3,027.7
2003	\$1,366.3	\$1,454.5	51.6%	\$2,820.8
% Change	151.2%	93.1%		117.4%

Commuter Rail				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non-Rolling Stock (%)	Total (Millions)
1992	\$277.5	\$881.6	76.1%	\$1,159.1
1993	\$266.1	\$1,379.0	83.8%	\$1,645.1
1994	\$226.6	\$1,159.8	83.7%	\$1,386.4
1995	\$427.0	\$1,262.2	74.7%	\$1,689.1
1996	\$316.0	\$1,374.0	81.3%	\$1,690.0
1997	\$372.4	\$1,445.0	79.5%	\$1,817.4
1998	\$357.6	\$1,044.6	74.5%	\$1,402.2
1999	\$566.7	\$1,055.3	65.1%	\$1,622.0
2000	\$428.5	\$1,355.0	76.0%	\$1,783.4
2001	\$484.2	\$1,807.0	78.9%	\$2,291.3
2002	\$589.6	\$1,781.6	75.1%	\$2,371.2
2003	\$412.0	\$1,758.8	71.2%	\$2,470.6
% Change	156.6%	99.5%		113.1%

2003 National Transit Summaries and Trends

Percent of Non-Revenue Vehicle by Mode 1992 — 2003 (continued)

Heavy Rail				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non- Rolling Stock (%)	Total (Millions)
1992	\$260.5	\$1,794.6	87.3%	\$2,055.1
1993	\$409.1	\$1,496.1	78.5%	\$1,905.2
1994	\$212.6	\$1,857.4	89.7%	\$2,070.1
1995	\$253.1	\$2,307.4	90.1%	\$2,560.5
1996	\$178.9	\$2,049.1	92.0%	\$2,228.0
1997	\$298.3	\$2,047.8	87.3%	\$2,346.1
1998	\$444.5	\$1,906.2	81.1%	\$2,350.8
1999	\$448.1	\$2,258.6	83.4%	\$2,706.7
2000	\$495.6	\$2,356.7	82.6%	\$2,852.2
2001	\$984.5	\$2,521.9	71.9%	\$3,506.4
2002	\$1,432.7	\$3,140.5	68.8%	\$4,564.2
2003	\$807.5	\$3,629.6	81.8%	\$4,437.0
% Change	209.9%	102.3%		115.9%

Light Rail				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non- Rolling Stock (%)	Total (Millions)
1992	\$68.9	\$398.2	85.3%	\$467.1
1993	\$46.5	\$417.8	90.0%	\$464.3
1994	\$56.4	\$465.8	89.2%	\$522.3
1995	\$70.7	\$615.0	89.7%	\$685.7
1996	\$157.1	\$689.6	81.4%	\$846.6
1997	\$211.6	\$661.7	75.8%	\$873.2
1998	\$207.9	\$755.8	78.4%	\$963.7
1999	\$246.7	\$753.6	75.3%	\$1,000.4
2000	\$174.0	\$1,065.7	86.0%	\$1,239.7
2001	\$243.5	\$1,198.2	83.1%	\$1,441.7
2002	\$226.6	\$1,496.8	86.9%	\$1,723.4
2003	\$327.1	\$1,998.0	85.9%	\$2,325.1
% Change	375.0%	401.8%		397.8%

Percent of Non-Revenue Vehicle by Mode 1992 — 2003 (continued)

Demand Response				
Year	Rolling Stock (Millions)	Non-Rolling Stock (Millions)	Share of Non- Rolling Stock (%)	Total (Millions)
1992	\$23.1	\$30.7	57.1%	\$53.8
1993	\$48.1	\$20.6	30.0%	\$68.7
1994	\$43.3	\$18.6	30.0%	\$61.9
1995	\$60.5	\$17.6	22.5%	\$78.1
1996	\$64.0	\$29.3	31.4%	\$93.3
1997	\$65.0	\$39.5	37.8%	\$104.4
1998	\$65.9	\$30.9	31.9%	\$96.8
1999	\$63.2	\$25.9	29.0%	\$89.1
2000	\$66.4	\$32.6	32.9%	\$99.0
2001	\$92.0	\$26.0	22.0%	\$117.9
2002	\$127.8	\$45.5	26.3%	\$173.3
2003	\$123.9	\$62.6	33.6%	\$186.5
% Change	436.5%	103.9%		246.7%

Average Fleet Age (Years) by Vehicle Type 1992— 2003

Year	"A" Type Buses	"B" Type Buses	"C" Type Buses	Articulated Buses	Average Bus Fleet Age
1992	8.3	6.8	4.1	9.1	8.3
1993	8.5	6.4	4.0	9.5	8.3
1994	8.7	6.9	4.1	10.1	8.5
1995	8.6	6.8	4.0	10.7	8.4
1996	8.7	6.3	4.0	11.3	8.4
1997	8.5	5.8	3.9	11.7	8.1
1998	8.5	5.8	4.0	11.2	8.0
1999	8.4	5.6	4.0	8.5	7.6
2000	8.1	5.6	4.1	6.6	7.3
2001	7.8	5.6	4.0	5.9	6.9
2002	7.5	5.6	4.0	5.8	6.7
2003	7.3	5.7	4.0	5.8	6.5
% Change	-13.1%	-16.7%	-3.8%	-36.4%	-21.5%

2003 National Transit Summaries and Trends

Distribution of Buses by Vehicle Type 1992 — 2003

Year	"A" Type Buses		"B" Type Buses		"C" Type Buses		Articulated Buses		Total
	Buses	Percent of Total	Buses	Percent of Total	Buses	Percent of Total	Buses	Percent of Total	
1992	46,761	84.4%	3,235	5.8%	3,680	6.6%	1,698	3.1%	55,374
1993	46,413	83.3%	3,542	6.4%	3,964	7.1%	1,807	3.2%	55,726
1994	46,979	82.4%	3,693	6.5%	4,738	8.3%	1,613	2.8%	57,023
1995	46,355	80.9%	3,879	6.8%	5,372	9.4%	1,716	3.0%	57,322
1996	45,587	79.5%	4,233	7.4%	5,998	10.5%	1,551	2.7%	57,369
1997	45,502	77.2%	5,136	8.7%	6,853	11.6%	1,484	2.5%	58,975
1998	46,188	75.9%	5,929	9.7%	7,147	11.7%	1,566	2.6%	60,830
1999	46,891	73.7%	6,613	10.4%	8,265	13.0%	1,849	2.9%	63,618
2000	47,017	72.0%	7,455	11.4%	8,850	13.5%	2,002	3.1%	65,324
2001	47,925	71.1%	7,830	11.6%	9,622	14.3%	2,002	3.0%	67,379
2002	47,764	69.8%	8,693	12.7%	9,822	14.4%	2,139	3.1%	68,418
2003	46,608	67.9%	9,346	13.6%	10,084	14.7%	2,558	3.7%	68,596
% Change	-0.3%		188.9%		174.0%		50.6%		23.9%

Age Distribution of Buses by Vehicle Type 1992 — 2003

"A" Type Buses					"B" Type Buses				
Year	Active Buses	New	5 Years Old or Less	10 Years Old or Less	Year	Active Buses	New	5 Years Old or Less	10 Years Old or Less
1992	46,763	1.9%	35.3%	67.3%	1992	3,235	4.7%	45.8%	73.5%
1993	46,824	1.8%	33.2%	65.9%	1993	3,598	7.0%	50.1%	74.7%
1994	46,994	2.4%	32.3%	63.5%	1994	3,704	2.1%	48.3%	75.7%
1995	46,355	3.2%	31.9%	64.4%	1995	3,879	4.7%	50.3%	77.5%
1996	45,589	3.2%	29.6%	63.1%	1996	4,233	6.3%	50.5%	82.2%
1997	45,502	2.8%	31.6%	64.4%	1997	5,136	11.9%	54.5%	84.3%
1998	46,188	4.3%	34.0%	64.6%	1998	5,929	6.2%	54.0%	85.2%
1999	46,891	4.5%	35.9%	70.9%	1999	6,613	5.3%	55.5%	89.4%
2000	47,017	3.9%	38.1%	66.2%	2000	7,455	7.2%	59.5%	85.5%
2001	47,925	4.7%	40.7%	65.7%	2001	7,830	7.2%	60.2%	84.7%
2002	47,650	3.5%	42.4%	69.7%	2002	8,616	7.1%	61.7%	84.3%
2003	46,216	3.1%	44.6%	73.1%	2003	9,292	5.6%	57.0%	84.2%
% Change	-1.2%				% Change	187.2%			

Age Distribution of Buses by Vehicle Type 1992 — 2003 (continued)

"C" Type Buses				
Year	Active Buses	New	5 Years Old or Less	10 Years Old or Less
1992	3,742	5.4%	69.3%	95.9%
1993	4,060	10.2%	71.6%	94.9%
1994	4,860	8.1%	71.3%	93.8%
1995	5,447	9.7%	70.7%	94.5%
1996	6,076	6.1%	71.4%	94.4%
1997	6,934	8.2%	72.9%	94.9%
1998	7,206	6.7%	74.7%	95.3%
1999	8,265	7.6%	75.5%	96.4%
2000	8,850	6.2%	72.4%	95.1%
2001	9,622	10.2%	72.1%	95.7%
2002	9,440	8.8%	74.0%	95.5%
2003	9,587	8.2%	73.7%	96.6%
% Change		156.2%		

Articulated Buses				
Year	Active Buses	New	5 Years Old or Less	10 Years Old or Less
1992	1,698	0.0%	9.2%	75.2%
1993	1,807	2.9%	12.3%	60.5%
1994	1,613	1.5%	15.7%	44.2%
1995	1,716	2.4%	15.4%	33.3%
1996	1,551	0.1%	15.3%	23.9%
1997	1,484	2.4%	14.1%	25.2%
1998	1,566	6.2%	23.5%	33.8%
1999	1,849	15.3%	42.3%	54.9%
2000	2,002	2.2%	60.0%	89.6%
2001	2,002	0.5%	64.3%	76.9%
2002	2,139	3.6%	64.7%	74.4%
2003	2,558	8.1%	59.9%	80.6%
% Change		50.6%		

Fixed Guideway Mileage 1991 — 2003

Year	Bus	Rail Modes
1991	712	7,003
1992	790	7,292
1993	926	7,885
1994	959	8,077
1995	1,030	8,214
1996	1,122	8,506
1997	1,266	8,604
1998	1,406	8,804
1999	1,634	9,139
2000	1,674	9,419
2001	1,733	9,592
2002	1,849	9,485
2003	1,920	9,525
% Change		169.6% 36.0%

Percent of National Bus Fleet Using Alternative Fuels 1992 — 2003

Year	Total Fleet	Alternative Fuel Fleet	Alternative Fuel Fleet (%)
1992	55,438	677	1.2%
1993	55,726	1,393	2.5%
1994	57,023	1,817	3.2%
1995	57,322	1,577	2.8%
1996	57,369	2,170	3.8%
1997	58,975	2,776	4.7%
1998	60,830	3,038	5.0%
1999	63,618	3,898	6.1%
2000	65,324	4,931	7.5%
2001	67,379	5,797	8.6%
2002	68,418	6,986	10.2%
2003	68,596	7,824	11.4%
% Change		23.9%	1055.7%

Percentage of Fuel Consumption for Non—Electric Modes

Alternative Fuel	1992		2003	
	Gallons (000s)	%	Gallons (000s)	%
Diesel	552,925	97.8%	554,285.9	83.8%
Gas	7,231	1.3%	10,075.4	1.5%
CNG	670	0.1%	79,456.0	12.0%
Methanol	1,583	0.3%	0.0	0.0%
LNG	174	0.0%	12,231.9	1.9%
Other	3,097	0.6%	5,749.0	0.9%
Total	565,679		661,798.2	

Appendix

Key Characteristics and Uses of Capital by Transit Agencies

The exhibits in this appendix provide data on operations, performance, infrastructure, and uses of capital for the 15 largest bus and demand response transit agencies and for all transit agencies operating heavy rail, commuter rail, light rail, trolleybus, ferryboat, and automated guideway systems.

The top 15 bus and demand response agencies are selected based on the number of vehicles operated in maximum service.

For each mode, four exhibits are presented:

1. Key operating characteristics: Basic information on each system's operations including operating expense, vehicle revenue miles, vehicle revenue hours, unlinked passenger trips and passenger miles. The data is broken down by two categories: directly operated by public agency (DO) and purchased transportation (PT).
2. Key performance indicators: Measures of cost, service effectiveness and efficiency.
3. Key infrastructure characteristics: Infrastructure characteristics such as directional route miles, vehicles operated and available in maximum service, average fleet age, and in the case of rail modes, miles of track and directional route miles.
4. Uses of capital: Capital investment information by category of use (revenue vehicles, stations, maintenance facilities, administration buildings, guideway, systems, fare revenue collection equipment and other capital).

Key Bus Operating Characteristics 2003

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	Alameda-Contra Costa Transit District	DO	\$244,684.1	\$41,038.7	23,305.7	2,034.4	62,058.4	206.3	169,791.0
CA	Alameda-Contra Costa Transit District	PT	\$1,283.8	\$173.8	227.0	14.0	234.6	0.9	2,705.3
CA	Alameda-Contra Costa Transit District	Total	\$245,967.8	\$41,212.5	23,532.7	2,048.4	62,293.0	207.2	172,496.3
CA	Los Angeles County Metropolitan Transportation Authority	DO	\$715,468.8	\$207,955.7	82,323.2	6,832.3	355,570.6	1,100.3	1,405,866.9
CA	Los Angeles County Metropolitan Transportation Authority	PT	\$28,844.4	\$6,230.4	6,485.6	492.6	10,669.5	35.1	34,680.1
CA	Los Angeles County Metropolitan Transportation Authority	Total	\$744,313.2	\$214,186.1	88,808.8	7,324.9	366,240.0	1,135.4	1,440,547.0
CA	Santa Clara Valley Trans. Authority	DO	\$211,203.3	\$26,815.8	17,328.0	1,364.8	39,169.3	126.0	152,035.7
CA	Santa Clara Valley Trans. Authority	PT	\$2,489.3	\$0.0	471.2	48.9	605.3	2.3	1,495.0
CA	Santa Clara Valley Trans. Authority	Total	\$213,692.6	\$26,815.8	17,799.3	1,413.7	39,774.6	128.3	153,530.7
CO	Denver Regional Transportation District	DO	\$164,996.2	\$36,959.4	23,143.7	1,567.5	50,837.2	176.6	226,011.6
CO	Denver Regional Transportation District	PT	\$52,443.5	\$6,161.3	13,679.8	995.3	16,270.7	51.3	99,019.4
CO	Denver Regional Transportation District	Total	\$217,439.7	\$43,120.8	36,823.5	2,562.8	67,107.9	227.9	325,031.0
DC	Washington Metropolitan Area Transit Authority	DO	\$355,019.7	\$89,371.0	38,897.5	3,433.5	147,831.5	510.7	447,551.1
FL	Miami-Dade Transit	DO	\$214,417.9	\$53,855.9	27,506.3	2,336.2	64,546.6	207.7	279,410.6
IL	Chicago Transit Authority	DO	\$615,075.6	\$219,649.7	66,377.9	6,619.1	291,804.4	936.5	753,190.5
MA	Massachusetts Bay Transportation Authority	DO	\$234,058.3	\$47,771.8	23,031.0	2,193.4	117,635.8	388.8	313,902.8
MA	Massachusetts Bay Transportation Authority	PT	\$6,133.8	\$2,810.8	2,353.9	144.0	1,400.1	5.1	20,561.6
MA	Massachusetts Bay Transportation Authority	Total	\$240,192.2	\$50,582.6	25,384.9	2,337.4	119,035.8	393.9	334,464.4
NJ	New Jersey Transit Corporation (Consolidated)	DO	\$522,701.4	\$228,755.4	66,813.5	4,518.2	138,901.5	477.7	885,671.4
NJ	New Jersey Transit Corporation (Consolidated)	PT	\$27,835.6	\$7,981.0	6,380.9	450.5	8,656.8	29.1	36,317.5
NJ	New Jersey Transit Corporation (Consolidated)	Total	\$550,537.0	\$236,736.4	73,194.4	4,968.6	147,558.2	506.9	921,988.9
NY	New York City Transit	DO	\$1,587,157.1	\$655,474.1	103,509.1	13,172.6	911,622.7	2,945.8	1,630,755.0
NY	New York City Department of Transportation	PT	\$324,869.3	\$104,953.3	23,546.0	2,431.3	103,844.2	239.5	374,734.0

2003 National Transit Summaries and Trends

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
PA	Port Authority of Allegheny County	DO	\$210,614.6	\$55,870.3	28,344.5	2,179.4	59,988.1	203.8	273,194.9
PA	Southeastern Pennsylvania Transportation Authority	DO	\$387,529.8	\$146,051.0	40,059.9	3,861.5	176,263.8	574.6	480,305.9
PA	Southeastern Pennsylvania Transportation Authority	PT	\$284.7	\$27.8	118.1	5.6	21.4	0.1	272.1
PA	Southeastern Pennsylvania Transportation Authority	Total	\$387,814.4	\$146,078.8	40,178.0	3,867.1	176,285.3	574.7	480,578.0
TX	Metropolitan Transit Authority of Harris County, Texas	DO	\$214,136.5	\$38,888.5	37,199.4	2,624.5	76,611.5	264.5	417,399.2
TX	Metropolitan Transit Authority of Harris County, Texas	PT	\$35,166.0	\$7,445.3	7,793.9	511.3	14,121.1	44.1	91,940.2
TX	Metropolitan Transit Authority of Harris County, Texas	Total	\$249,302.5	\$46,333.8	44,993.3	3,135.8	90,732.6	308.7	509,339.4
WA	King County Dept. of Transportation Metro Transit Division	DO	\$294,146.0	\$52,181.8	35,216.6	2,641.8	71,009.6	237.0	433,019.2
Total (Thousands)			\$6,450,559.7	\$2,036,423.0	674,112.7	60,472.8	2,719,674.8	8,524.4	8,529,831.3
National Total (Millions)			\$13,315.8	\$3,687.0	1,881.3	148.2	5,146.5	17.0	19,178.9
% National Total			48.5%	55.2%	35.8%	40.8%	52.8%	50.1%	44.5%

Key Bus Performance Indicators 2003

State	Name		Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger Trips	Operating Expense per Passenger Mile	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
CA	Alameda-Contra Costa Transit District	DO	\$10.5	\$120.3	\$3.9	\$1.4	16.8%	2.7	30.5	\$0.7	83.5	11.5
CA	Alameda-Contra Costa Transit District	PT	\$5.7	\$91.7	\$5.5	\$0.5	13.5%	1.0	16.8	\$0.7	193.2	16.2
CA	Alameda-Contra Costa Transit District	Total	\$10.5	\$120.1	\$3.9	\$1.4	16.8%	2.6	30.4	\$0.7	84.2	11.5
CA	Los Angeles County Metropolitan Transportation Authority	DO	\$8.7	\$104.7	\$2.0	\$0.5	29.1%	4.3	52.0	\$0.6	205.8	12.0
CA	Los Angeles County Metropolitan Transportation Authority	PT	\$4.4	\$58.6	\$2.7	\$0.8	21.6%	1.6	21.7	\$0.6	70.4	13.2
CA	Los Angeles County Metropolitan Transportation Authority	Total	\$8.4	\$101.6	\$2.0	\$0.5	28.8%	4.1	50.0	\$0.6	196.7	12.1
CA	Santa Clara Valley Trans. Authority	DO	\$12.2	\$154.7	\$5.4	\$1.4	12.7%	2.3	28.7	\$0.7	111.4	12.7
CA	Santa Clara Valley Trans. Authority	PT	\$5.3	\$50.9	\$4.1	\$1.7	0.0%	1.3	12.4	\$0.0	30.6	9.6
CA	Santa Clara Valley Trans. Authority	Total	\$12.0	\$151.2	\$5.4	\$1.4	12.5%	2.2	28.1	\$0.7	108.6	12.6
CO	Denver Regional Transportation District	DO	\$7.1	\$105.3	\$3.2	\$0.7	22.4%	2.2	32.4	\$0.7	144.2	14.8
CO	Denver Regional Transportation District	PT	\$3.8	\$52.7	\$3.2	\$0.5	11.7%	1.2	16.3	\$0.4	99.5	13.7
CO	Denver Regional Transportation District	Total	\$5.9	\$84.8	\$3.2	\$0.7	19.8%	1.8	26.2	\$0.6	126.8	14.4
DC	Washington Metropolitan Area Transit Authority	DO	\$9.1	\$103.4	\$2.4	\$0.8	25.2%	3.8	43.1	\$0.6	130.3	11.3
FL	Miami-Dade Transit	DO	\$7.8	\$91.8	\$3.3	\$0.8	25.1%	2.3	27.6	\$0.8	119.6	11.8
IL	Chicago Transit Authority	DO	\$9.3	\$92.9	\$2.1	\$0.8	35.7%	4.4	44.1	\$0.8	113.8	10.0
MA	Massachusetts Bay Transportation Authority	DO	\$10.2	\$106.7	\$2.0	\$0.7	20.4%	5.1	53.6	\$0.4	143.1	10.5
MA	Massachusetts Bay Transportation Authority	PT	\$2.6	\$42.6	\$4.4	\$0.3	45.8%	0.6	9.7	\$2.0	142.8	16.3
MA	Massachusetts Bay Transportation Authority	Total	\$9.5	\$102.8	\$2.0	\$0.7	21.1%	4.7	50.9	\$0.4	143.1	10.9
NJ	New Jersey Transit Corporation (Consolidated)	DO	\$7.8	\$115.7	\$3.8	\$0.6	43.8%	2.1	30.7	\$1.6	196.0	14.8
NJ	New Jersey Transit Corporation (Consolidated)	PT	\$4.4	\$61.8	\$3.2	\$0.8	28.7%	1.4	19.2	\$0.9	80.6	14.2

2003 National Transit Summaries and Trends

State	Name		Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger Trips	Operating Expense per Passenger Mile	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
NJ	New Jersey Transit Corporation (Consolidated)	Total	\$7.5	\$110.8	\$3.7	\$0.6	43.0%	2.0	29.7	\$1.6	185.6	14.7
NY	New York City Transit	DO	\$15.3	\$120.5	\$1.7	\$1.0	41.3%	8.8	69.2	\$0.7	123.8	7.9
NY	New York City Department of Transportation	PT	\$13.8	\$133.6	\$3.1	\$0.9	32.3%	4.4	42.7	\$1.0	154.1	9.7
PA	Port Authority of Allegheny County	DO	\$7.4	\$96.6	\$3.5	\$0.8	26.5%	2.1	27.5	\$0.9	125.4	13.0
PA	Southeastern Pennsylvania Transportation Authority	DO	\$9.7	\$100.4	\$2.2	\$0.8	37.7%	4.4	45.6	\$0.8	124.4	10.4
PA	Southeastern Pennsylvania Transportation Authority	PT	\$2.4	\$50.7	\$13.3	\$1.0	9.8%	0.2	3.8	\$1.3	48.5	21.0
PA	Southeastern Pennsylvania Transportation Authority	Total	\$9.7	\$100.3	\$2.2	\$0.8	37.7%	4.4	45.6	\$0.8	124.3	10.4
TX	Metropolitan Transit Authority of Harris County, Texas	DO	\$5.8	\$81.6	\$2.8	\$0.5	18.2%	2.1	29.2	\$0.5	159.0	14.2
TX	Metropolitan Transit Authority of Harris County, Texas	PT	\$4.5	\$68.8	\$2.5	\$0.4	21.2%	1.8	27.6	\$0.5	179.8	15.2
TX	Metropolitan Transit Authority of Harris County, Texas	Total	\$5.5	\$79.5	\$2.7	\$0.5	18.6%	2.0	28.9	\$0.5	162.4	14.3
WA	King County Dept. of Transportation Metro Transit Division	DO	\$8.4	\$111.3	\$4.1	\$0.7	17.7%	2.0	26.9	\$0.7	163.9	13.3
Average of Agencies			\$9.6	\$106.7	\$2.4	\$0.8	31.6%	4.0	45.0	\$0.7	141.1	11.1
National Average			\$7.1	\$89.8	\$2.6	\$0.7	27.7%	2.7	34.7	\$0.7	129.4	12.7

2003 National Transit Summaries and Trends

Key Bus Infrastructure Characteristics 2003

State	Name	Lane Miles	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
CA	Alameda-Contra Costa Transit District	51.1	663	786	8.4
CA	Los Angeles County Metropolitan Transportation Authority	85.8	2,146	2,743	5.4
CA	Santa Clara Valley Trans. Authority	216.1	404	553	5.1
CO	Denver Regional Transportation District	48.9	903	1,129	4.9
DC	Washington Metropolitan Area Transit Authority	103.1	1,262	1,463	8.2
FL	Miami-Dade Transit	41.3	506	957	5.3
IL	Chicago Transit Authority	3.7	1,719	2,026	9.2
MA	Massachusetts Bay Transportation Authority	16.1	847	1,024	12.5
NJ	New Jersey Transit Corporation (Consolidated)	29.6	1,879	2,208	5.5
NY	New York City Transit	48.6	3,893	4,539	6.6
NY	New York City Department of Transportation	29.9	1,043	1,216	11.5
PA	Port Authority of Allegheny County	56.2	828	1,086	7.4
PA	Southeastern Pennsylvania Transportation Authority	2.5	1,149	1,370	7.4
TX	Metropolitan Transit Authority of Harris County, Texas	211.3	1,202	1,446	4.6
WA	King County Dept. of Transportation Metro Transit Division	263.5	1,183	1,183	6.6
Total		1,207.7	19,627	23,729	7.0

2003 National Transit Summaries and Trends

Uses of Bus Capital Funds 2003

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Maintenance Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
CA	Alameda-Contra Costa Transit District	\$31,706.8	\$0.0	\$3,856.7	\$407.1	\$69.8	\$1.3	\$902.1	\$0.0	\$70.2	\$37,014.0
CA	Los Angeles County Metropolitan Transportation Authority	\$9,267.7	\$34,419.1	\$62,756.1	\$6,028.1	\$15,249.1	\$0.0	\$482.7	\$5,407.4	\$2,536.1	\$136,146.3
CA	Santa Clara Valley Transportation Authority	\$42,827.7	\$853.2	\$151.9	\$0.0	\$13,169.1	\$1,547.7	\$10,372.2	\$643.1	\$16.2	\$69,581.1
CO	Denver Regional Transportation District	\$0.00	\$687.6	\$1,159.6	\$271.1	\$4,496.6	\$394.3	\$10,402.7	\$597.7	\$973.5	\$18,983.1
DC	Washington Metropolitan Area Transit Authority	\$0.00	\$0.0	\$0.0	\$1,082.3	\$5,532.3	\$0.0	\$0.0	\$0.0	\$27,750.9	\$34,365.4
FL	Miami-Dade Transit	\$26,468.8	\$0.0	\$1,008.3	\$1,937.3	\$19.0	\$21.8	\$11,303.3	\$3,510.0	\$2,221.2	\$46,489.8
IL	Chicago Transit Authority	\$57,320.4	\$0.0	\$27,668.0	\$2,305.9	\$9,594.1	\$47.8	\$1,872.1	\$2,908.3	\$10,675.0	\$112,391.7
MA	Massachusetts Bay Transportation Authority	\$10,105.8	\$9,335.4	\$2,571.6	\$1,146.3	\$20,160.5	\$112.6	\$0.0	\$172.3	\$814.4	\$44,419.0
NJ	New Jersey Transit Corporation	\$35,453.9	\$0.0	\$0.0	\$0.0	\$20,978.6	\$0.0	\$0.0	\$0.0	\$2,586.8	\$59,019.3
NY	MTA New York City Transit	\$152,854.2	\$0.0	\$0.0	\$0.0	\$57,129.9	\$0.0	\$0.0	\$0.0	\$0.0	\$209,984.1
PA	Port Authority of Allegheny County	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$80.4	\$80.3
PA	Southeastern Pennsylvania Transportation Authority	\$57,235.2	\$4,851.0	\$5,951.1	\$0.0	\$629.7	\$168.3	\$19,154.9	\$0.0	\$0.0	\$87,990.2
TX	Metropolitan Transit Authority of Harris County, Texas	\$24,363.6	\$41,596.4	\$11,783.0	\$4,674.2	\$8,770.3	\$13,979.0	\$34,125.8	\$1,766.1	\$29,914.6	\$170,972.9
WA	King County Department of Transportation - Metro Transit Division	\$31,484.9	\$0.0	\$4,654.9	\$2,002.7	\$22,258.4	\$11.2	\$23,368.8	\$796.4	\$4,012.7	\$88,589.9
Total		\$479,089.1	\$91,742.7	\$121,561.2	\$19,854.9	\$178,057.4	\$16,284.1	\$111,984.7	\$15,801.2	\$81,652.0	\$1,116,027.2
National Total (Millions)		\$1,366.3	\$171.4	\$276.2	\$43.8	\$320.8	\$64.1	\$295.2	\$29.0	\$253.9	\$2,820.8

Key Heavy Rail Operating Characteristics 2003

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Train Revenue Miles (000)	Passenger Car Revenue Miles (000)	Passenger Car Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger trips (000)	Passenger Miles (000)
CA	Los Angeles County Metropolitan Transportation Authority	DO	\$67,100.0	\$16,152.1	1,311.6	5,986.5	263.9	31,695.0	95.8	151,901.3
CA	San Francisco Bay Area Rapid Transit District	DO	\$331,785.5	\$190,926.3	7,291.4	58,880.7	1,637.6	93,591.4	313.6	1,147,851.9
DC	Washington Metropolitan Area Transit Authority	DO	\$487,504.8	\$292,800.8	11,679.6	56,470.2	2,241.8	243,188.1	838.5	1,451,856.6
FL	Miami-Dade Transit	DO	\$65,889.2	\$9,665.3	1,376.4	7,701.2	310.2	14,306.1	48.0	109,218.7
GA	Metropolitan Atlanta Rapid Transit Authority	DO	\$129,475.0	\$43,286.0	4,755.1	22,706.6	863.4	71,859.6	231.7	487,349.4
IL	Chicago Transit Authority	DO	\$356,229.9	\$147,251.8	11,530.3	63,555.6	3,465.8	181,135.1	596.2	1,060,355.4
MA	Massachusetts Bay Transportation Authority	DO	\$213,986.0	\$89,509.1	4,570.9	21,204.2	963.8	150,159.5	487.0	537,032.5
MD	Maryland Transit Administration	DO	\$40,945.0	\$9,824.6	968.6	4,540.2	182.9	13,196.4	45.3	55,736.0
NJ	Port Authority Trans-Hudson Corporation	DO	\$169,391.6	\$66,195.1	1,630.9	11,416.5	610.3	61,030.7	203.9	254,002.7
NJ	Port Authority Transit Corporation	DO	\$33,580.1	\$18,430.0	986.7	4,146.2	143.0	8,863.9	31.8	76,419.7
NY	MTA New York City Transit	DO	\$2,378,387.7	\$1,690,812.9	37,454.7	334,505.3	18,009.5	1,701,453.3	5,599.0	7,820,491.8
NY	Staten Island Rapid Transit Operating Authority, dba: MTA Staten Island Railway	DO	\$25,270.3	\$4,240.3	536.4	2,145.7	101.9	3,383.4	12.3	21,681.9
OH	The Greater Cleveland Regional Transit Authority	DO	\$23,353.5	\$4,743.3	1,541.0	2,191.7	99.8	7,372.5	25.7	50,159.7
PA	Southeastern Pennsylvania Transportation Authority	DO	\$123,279.0	\$70,443.2	3,296.9	16,484.8	841.8	85,523.8	286.5	382,138.1
Total			\$4,446,177.6	\$2,654,280.8	88,930.5	611,935.5	29,735.7	2,666,758.6	8,815.2	13,606,195.6

2003 National Transit Summaries and Trends

Key Heavy Rail Performance Indicators 2003

State	Name	Operating Expense per Passenger Car Revenue Mile	Operating Expense per Passenger Car Revenue Hour	Operating Expense per Unlinked Passenger Trip	Operating Expense per Passenger Mile	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
CA	Los Angeles County Metropolitan Transportation Authority	\$11.2	\$254.3	\$2.1	\$0.4	24.1%	5.3	120.1	\$0.5	575.6	22.7
CA	San Francisco Bay Area Rapid Transit District	\$5.6	\$202.6	\$3.5	\$0.3	57.5%	1.6	57.2	\$2.0	700.9	36.0
DC	Washington Metropolitan Area Transit Authority	\$8.6	\$217.5	\$2.0	\$0.3	60.1%	4.3	108.5	\$1.2	647.6	25.2
FL	Miami-Dade Transit	\$8.6	\$212.4	\$4.6	\$0.6	14.7%	1.9	46.1	\$0.7	352.1	24.8
GA	Metropolitan Atlanta Rapid Transit Authority	\$5.7	\$150.0	\$1.8	\$0.3	33.4%	3.2	83.2	\$0.6	564.5	26.3
IL	Chicago Transit Authority	\$5.6	\$102.8	\$2.0	\$0.3	41.3%	2.9	52.3	\$0.8	306.0	18.3
MA	Massachusetts Bay Transportation Authority	\$10.1	\$222.0	\$1.4	\$0.4	41.8%	7.1	155.8	\$0.6	557.2	22.0
MD	Maryland Transit Administration	\$9.0	\$223.8	\$3.1	\$0.7	24.0%	2.9	72.1	\$0.7	304.7	24.8
NJ	Port Authority Trans-Hudson Corporation	\$14.8	\$277.5	\$2.8	\$0.7	39.1%	5.4	100.0	\$1.1	416.2	18.7
NJ	Port Authority Transit Corporation	\$8.1	\$234.9	\$3.8	\$0.4	54.9%	2.1	62.0	\$2.1	534.5	29.0
NY	MTA New York City Transit	\$7.1	\$132.1	\$1.4	\$0.3	71.1%	5.1	94.5	\$1.0	434.2	18.6
NY	Staten Island Rapid Transit Operating Authority, dba: MTA Staten Island Railway	\$11.8	\$248.0	\$7.5	\$1.2	16.8%	1.6	33.2	\$1.3	212.8	21.1
OH	The Greater Cleveland Regional Transit Authority	\$10.7	\$233.9	\$3.2	\$0.5	20.3%	3.4	73.9	\$0.6	502.5	22.0
PA	Southeastern Pennsylvania Transportation Authority	\$7.5	\$146.4	\$1.4	\$0.3	57.1%	5.2	101.6	\$0.8	454.0	19.6
Average		\$7.3	\$149.5	\$1.7	\$0.3	59.7%	4.4	89.7	\$1.0	458.1	20.6

Key Heavy Rail Infrastructure Characteristics 2003

State	Name	Directional Route Miles	Miles of Track	Stations	ADA Stations	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Fleet Age
CA	Los Angeles County Metropolitan Transportation Authority	31.9	34.1	16	16	74	102	7.1
CA	San Francisco Bay Area Rapid Transit District	209.0	267.6	43	43	483	668	5.7
DC	Washington Metropolitan Area Transit Authority	206.6	225.3	83	83	686	894	17.0
FL	Miami-Dade Transit	45.0	55.9	22	22	96	136	21.0
GA	Metropolitan Atlanta Rapid Transit Authority	96.1	103.7	38	38	180	292	15.3
IL	Chicago Transit Authority	206.3	287.8	144	66	1,004	1,190	19.7
MA	Massachusetts Bay Transportation Authority	76.3	108.0	53	42	320	408	20.9
MD	Maryland Transit Administration	29.4	34.0	14	14	54	100	18.4
NJ	Port Authority Trans-Hudson Corporation	28.6	43.1	13	7	259	259	30.7
NJ	Port Authority Transit Corporation	31.5	38.4	13	5	96	121	30.4
NY	MTA New York City Transit	493.8	835.0	468	50	5,102	6,127	20.3
NY	Staten Island Rapid Transit Operating Authority, dba: MTA Staten Island Railway	28.6	32.7	23	4	44	64	32.0
OH	The Greater Cleveland Regional Transit Authority	38.1	41.9	18	9	22	22	20.0
PA	Southeastern Pennsylvania Transportation Authority	76.1	102.0	75	17	276	371	10.7
Total		1,597.3	2,209.5	1,023	416	8,696	10,754	19.0

2003 National Transit Summaries and Trends

Uses of Heavy Rail Capital Funds 2003

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Maintenance Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
CA	Los Angeles County Metropolitan Transportation Authority	\$1,112.6	\$1,745.8	\$0.0	\$0.0	\$2,230.8	\$0.0	\$32,711.2	\$0.0	\$253.5	\$38,053.8
CA	San Francisco Bay Area Rapid Transit District	\$21,741.8	\$37,840.0	\$2,730.3	\$22,929.3	\$12,636.1	\$17,484.2	\$149,971.5	\$1,692.0	\$39,322.2	\$306,347.4
CA	Santa Clara Valley Transportation Authority	\$0.0	\$96,014.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$96,014.7
DC	Washington Metropolitan Area Transit Authority	\$68,605.4	\$127,640.6	\$3,046.8	\$951.3	\$0.0	\$13,792.5	\$83,003.1	\$993.5	\$77,122.4	\$375,155.8
FL	Miami-Dade Transit	\$0.0	\$9,286.5	\$0.0	\$0.0	\$894.6	\$21.1	\$426.9	\$1,229.0	\$4,304.1	\$16,162.3
GA	Metropolitan Atlanta Rapid Transit Authority	\$76,113.4	\$9,534.8	\$10,865.2	\$996.7	\$50,385.9	\$922.7	\$44,437.1	\$240.6	\$678.8	\$194,175.2
IL	Chicago Transit Authority	\$24,492.5	\$184,451.8	\$22,677.1	\$2,192.9	\$9,494.6	\$47.8	\$108,004.2	\$2,908.3	\$8,220.0	\$362,489.3
MA	Massachusetts Bay Transportation Authority	\$22,321.4	\$33,667.8	\$7,029.0	\$3,991.7	\$14,411.9	\$180.2	\$32,328.7	\$275.7	\$1,995.1	\$116,201.6
MD	Maryland Transit Administration	\$8,148.9	\$11,069.9	\$31.4	\$0.0	\$4,400.6	\$0.0	\$17,162.9	\$0.0	\$6.8	\$40,820.5
NJ	Port Authority Trans- Hudson Corporation	\$0.0	\$0.0	\$0.0	\$0.0	\$508,557.0	\$3,817.0	\$0.0	\$0.0	\$0.0	\$512,374.0
NJ	Port Authority Transit Corporation	\$422.2	\$10,651.4	\$0.0	\$0.0	\$445.7	\$0.0	\$0.0	\$0.0	\$0.0	\$11,519.2
NY	MTA New York City Transit	\$574,519.3	\$666,534.0	\$326,970.3	\$0.0	\$30,470.0	\$0.0	\$476,278.6	\$8,924.7	\$123,319.0	\$2,207,016.0
NY	Staten Island Rapid Transit Operating Authority, dba: MTA Staten Island Railway	\$0.0	\$8.7	\$1,635.1	\$0.0	\$35.2	\$0.0	\$2.2	\$0.0	\$0.0	\$1,681.3
OH	The Greater Cleveland Regional Transit Authority	\$1,340.9	\$328.1	\$3,430.8	\$23.6	\$113.1	\$11.7	\$169.8	\$7.7	\$48.3	\$5,474.0
PA	Southeastern Pennsylvania Transportation Authority	\$8,635.8	\$88,516.0	\$2,313.3	\$370.7	\$16,764.6	\$293.7	\$31,220.1	\$5,444.9	\$0.0	\$153,559.0
Total		\$807,454.3	\$1,277,289.9	\$380,729.4	\$31,456.1	\$650,840.2	\$36,570.9	\$975,716.3	\$21,716.5	\$255,270.4	\$4,437,044.0

Key Commuter Rail Operating Characteristics 2003

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Train Revenue Miles (000)	Passenger Car Revenue Miles (000)	Passenger Car Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	Altamont Commuter Express	PT	\$12,885.6	\$3,844.3	124.6	747.3	20.3	665.3	2.6	31,230.9
CA	North San Diego County Transit District	PT	\$12,372.1	\$4,749.0	255.2	1,271.8	29.9	1,348.5	5.0	37,867.5
CA	Peninsula Corridor Joint Powers Board	PT	\$56,862.8	\$19,429.6	1,027.9	4,832.8	162.6	6,710.5	25.0	144,746.9
CA	Southern California Regional Rail Authority	PT	\$98,702.1	\$41,682.3	2,079.1	8,147.2	201.9	7,910.8	30.0	265,147.7
CT	Connecticut Department of Transportation	PT	\$6,481.2	\$1,118.2	213.0	647.4	13.8	378.0	1.4	7,956.4
FL	Tri-County Commuter Rail	PT	\$23,765.3	\$6,306.1	613.1	2,057.6	56.5	2,725.1	9.1	81,879.6
IL	Northeast Illinois Regional Commuter Railroad Corporation	DO	\$431,421.4	\$191,131.1	6,314.3	38,023.2	1,220.6	67,727.0	250.7	1,506,371.0
IN	Northern Indiana Commuter Transportation District	DO	\$29,214.3	\$13,944.7	703.1	3,066.2	87.6	3,573.6	12.5	97,915.8
MA	Massachusetts Bay Transportation Authority	DO	\$198,332.5	\$84,853.9	3,812.4	22,592.2	704.1	40,570.1	144.8	792,662.5
MD	Maryland Transit Administration	PT	\$58,654.4	\$21,717.2	1,026.2	4,796.6	118.1	6,334.8	25.0	193,541.8
NJ	New Jersey Transit Corporation	DO	\$514,838.5	\$283,416.4	8,090.7	48,850.0	1,560.3	62,961.7	209.9	1,539,039.5
NJ	New Jersey Transit Corporation	PT	\$14,928.8	\$0.0	132.8	1,383.0	27.1	1,656.6	6.5	61,210.9
NY	Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad	DO	\$628,815.8	\$378,093.1	7,511.0	48,745.7	1,368.8	72,573.4	249.8	2,058,434.0
NY	MTA Long Island Rail Road	DO	\$830,783.0	\$393,329.2	7,142.1	56,788.2	1,975.9	97,958.0	339.0	2,147,141.3
PA	Pennsylvania Department of Transportation	PT	\$8,115.7	\$2,727.7	239.3	761.5	14.6	217.1	0.8	15,006.1
PA	Southeastern Pennsylvania Transportation Authority	DO	\$178,873.0	\$86,532.0	5,346.4	15,643.3	579.4	30,023.1	106.1	430,202.3
TX	Dallas Area Rapid Transit	PT	\$18,180.3	\$644.6	202.4	785.9	38.8	1,445.5	5.1	16,566.0
TX	Fort Worth Transportation Authority	PT	\$8,674.3	\$837.0	195.5	667.1	23.8	958.6	3.3	13,765.7
VA	Virginia Railway Express	PT	\$27,360.8	\$15,048.3	334.8	1,747.7	51.5	3,180.0	12.6	95,724.4
WA	Central Puget Sound Regional Transit Authority	PT	\$13,302.8	\$1,843.3	62.9	382.0	9.8	751.2	2.8	18,972.5
Total DO			\$2,812,278.4	\$1,431,300.4	38,920.1	233,708.8	7,496.8	375,386.8	1,312.8	8,571,766.6
Total PT			\$360,286.1	\$119,947.6	6,506.7	28,227.8	768.8	34,282.0	129.2	983,616.6
Total			\$3,172,564.5	\$1,551,248.0	45,426.8	261,936.6	8,265.6	409,668.8	1,442.1	9,555,383.1

2003 National Transit Summaries and Trends

Key Commuter Rail Performance Indicators 2003

State	Name	Operating Expense per Passenger Car Revenue Mile	Operating Expense per Passenger Car Revenue Hour	Operating Expense per Unlinked Passenger Trip	Operating Expense per Passenger Mile	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
CA	Altamont Commuter Express	\$17.2	\$634.8	\$19.4	\$0.4	29.8%	0.9	32.8	\$5.8	1,538.5	36.8
CA	North San Diego County Transit District	\$9.7	\$413.2	\$9.2	\$0.3	38.4%	1.1	45.0	\$3.5	1,264.6	42.5
CA	Peninsula Corridor Joint Powers Board	\$11.8	\$349.7	\$8.5	\$0.4	34.2%	1.4	41.3	\$2.9	890.1	29.7
CA	Southern California Regional Rail Authority	\$12.1	\$488.8	\$12.5	\$0.4	42.2%	1.0	39.2	\$5.3	1,313.2	40.3
CT	Connecticut Department of Transportation	\$10.0	\$469.2	\$17.1	\$0.8	17.3%	0.6	27.4	\$3.0	576.0	46.9
FL	Tri-County Commuter Rail	\$11.6	\$420.5	\$8.7	\$0.3	26.5%	1.3	48.2	\$2.3	1,448.6	36.4
IL	Northeast Illinois Regional Commuter Railroad Corporation	\$11.3	\$353.4	\$6.4	\$0.3	44.3%	1.8	55.5	\$2.8	1,234.1	31.2
IN	Northern Indiana Commuter Transportation District	\$9.5	\$333.6	\$8.2	\$0.3	47.7%	1.2	40.8	\$3.9	1,118.1	35.0
MA	Massachusetts Bay Transportation Authority	\$8.8	\$281.7	\$4.9	\$0.3	42.8%	1.8	57.6	\$2.1	1,125.7	32.1
MD	Maryland Transit Administration	\$12.2	\$496.5	\$9.3	\$0.3	37.0%	1.3	53.6	\$3.4	1,638.2	40.6
NJ	New Jersey Transit Corporation (DO)	\$10.5	\$330.0	\$8.2	\$0.3	55.0%	1.3	40.4	\$4.5	986.4	31.3
NJ	New Jersey Transit Corporation (PT)	\$10.8	\$550.0	\$9.0	\$0.2	0.0%	1.2	61.0	\$0.0	2,255.0	51.0
NY	Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad	\$12.9	\$459.4	\$8.7	\$0.3	60.1%	1.5	53.0	\$5.2	1,503.8	35.6
NY	MTA Long Island Rail Road	\$14.6	\$420.5	\$8.5	\$0.4	47.3%	1.7	49.6	\$4.0	1,086.7	28.7
PA	Pennsylvania Department of Transportation	\$10.7	\$557.4	\$37.4	\$0.5	33.6%	0.3	14.9	\$12.6	1,030.6	52.3
PA	Southeastern Pennsylvania Transportation Authority	\$11.4	\$308.7	\$6.0	\$0.4	48.4%	1.9	51.8	\$2.9	742.5	27.0
TX	Dallas Area Rapid Transit	\$23.1	\$468.6	\$12.6	\$1.1	3.5%	1.8	37.3	\$0.4	427.0	20.3
TX	Fort Worth Transportation Authority	\$13.0	\$364.7	\$9.0	\$0.6	9.6%	1.4	40.3	\$0.9	578.8	28.0
VA	Virginia Railway Express	\$15.7	\$531.5	\$8.6	\$0.3	55.0%	1.8	61.8	\$4.7	1,859.3	33.9
WA	Central Puget Sound Regional Transit Authority	\$34.8	\$1,361.7	\$17.7	\$0.7	13.9%	2.0	76.9	\$2.5	1,942.1	39.1
Average		\$12.1	\$383.8	\$7.7	\$0.3	48.9%	1.6	49.6	\$3.8	1,156.0	31.7

2003 National Transit Summaries and Trends

Key Commuter Rail Infrastructure Characteristics 2003

State	Name	Directional Route Miles	Miles of Track	Stations	ADA Stations	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Fleet Age
CA	Altamont Commuter Express	172.0	180	10	10	21	25	4.2
CA	North San Diego County Transit District	82.2	84	8	8	28	29	7.6
CA	Peninsula Corridor Joint Powers Board	153.7	130	34	24	102	153	16.7
CA	Southern California Regional Rail Authority	778.0	629	53	53	157	157	8.4
CT	Connecticut Department of Transportation	101.2	103	8	8	22	31	22.3
FL	Tri-County Commuter Rail	142.2	104	18	18	20	30	13.7
IL	Northeast Illinois Regional Commuter Railroad Corporation	940.4	1,144	227	134	1,002	1,153	26.3
IN	Northern Indiana Commuter Transportation District	179.8	130	20	11	66	66	15.6
MA	Massachusetts Bay Transportation Authority	702.1	584	125	81	391	457	14.9
MD	Maryland Transit Administration	400.4	471	42	22	115	153	13.6
NJ	New Jersey Transit Corporation	1,070.2	1,116	168	52	817	940	23.3
NY	Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad	545.7	800	109	32	901	957	23.7
NY	MTA Long Island Rail Road	638.2	701	124	99	969	1,130	19.9
PA	Pennsylvania Department of Transportation	144.4	144	12	4	10	12	24.0
PA	Southeastern Pennsylvania Transportation Authority	449.2	695	156	51	297	357	27.9
TX	Dallas Area Rapid Transit	29.0	21	4	4	21	33	14.9
TX	Fort Worth Transportation Authority	40.5	23	5	5	14	21	19.8
VA	Virginia Railway Express	161.5	190	18	18	63	93	14.6
WA	Central Puget Sound Regional Transit Authority	78.6	140	9	9	26	69	2.5
Total		6,809.4	7,387.7	1,150	643	5,042	5,866	21.5

2003 National Transit Summaries and Trends

Uses of Commuter Rail Capital Funds 2003

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
CA	Altamont Commuter Express	\$476.9	\$4,301.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$4,778.7
CA	North San Diego County Transit District	\$91.9	\$13,398.2	\$136.6	\$0.0	\$318.2	\$95.6	\$1,008.5	\$403.7	\$10.5	\$15,463.1
CA	Peninsula Corridor Joint Powers Board	\$16,764.7	\$64,254.5	\$0.0	\$809.7	\$7,922.8	\$0.0	\$15,777.3	\$0.0	\$1,950.4	\$107,479.4
CA	Southern California Regional Rail Authority	\$3,835.7	\$29,190.4	\$10,005.0	\$2,292.8	\$2,239.0	\$0.0	\$2,128.1	\$5.0	\$1,021.3	\$5,0717.3
DE	Delaware Transit Corporation	\$0.0	\$434.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$434.5
FL	Tri-County Commuter Rail	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$7,817.6	\$0.0	\$69,748.1	\$77,565.7
IL	Northeast Illinois Regional Commuter Railroad Corporation	\$188,159.8	\$168,092.2	\$38,992.9	\$0.0	\$7,775.8	\$0.0	\$54,353.7	\$1,356.0	\$19,433.4	\$478,163.8
IN	Northern Indiana Commuter Transportation District	\$9,971.3	\$10,512.6	\$0.0	\$0.0	\$433.3	\$142.6	\$9,336.5	\$2,223.7	\$1,277.5	\$33,897.5
MA	Massachusetts Bay Transportation Authority	\$19,449.7	\$53,271.9	\$5,632.7	\$50.2	\$593.7	\$0.0	\$5,376.1	\$0.0	\$1,598.8	\$85,973.0
MD	Maryland Transit Administration	\$2,931.3	\$2,741.2	\$94.4	\$0.0	\$1,326.7	\$0.0	\$7,185.4	\$0.0	\$557.4	\$14,836.4
NC	Charlotte Area Transit System	\$0.0	\$0.0	\$16.7	\$0.0	\$0.0	\$0.0	\$5,778.5	\$0.0	\$11,872.1	\$17,667.2
NJ	New Jersey Transit Corporation	\$82,985.7	\$0.0	\$0.0	\$0.0	\$343,661.6	\$0.0	\$0.0	\$0.0	\$21,151.6	\$447,799.0
NY	Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad	\$39,812.9	\$58,432.2	\$23,770.4	\$8,081.7	\$63,950.3	\$455.6	\$68,143.5	\$2,024.0	\$16,627.7	\$281,298.2
NY	MTA Long Island Rail Road	\$283,291.7	\$101,978.9	\$0.0	\$2,993.9	\$33,508.5	\$0.0	\$100,460.3	\$0.0	\$20,143.4	\$542,376.8
OH	Metro Regional Transit Authority	\$0.0	\$5,579.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5,579.1
PA	Capital Area Transit	\$0.0	\$411.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$411.3
PA	Pennsylvania Department of Transportation	\$0.0	\$4,044.1	\$1,203.1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,478.0	\$6,725.2
PA	Southeastern Pennsylvania Transportation Authority	\$12,911.5	\$29,625.4	\$4,665.8	\$0.0	-\$243.7	\$120.4	\$15,445.9	\$434.0	\$0.0	\$62,959.3
TX	Dallas Area Rapid Transit	\$12,717.7	\$6,451.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$19,169.3
TX	Fort Worth Transportation Authority	\$3,903.2	\$562.1	\$1,357.3	\$0.0	\$2.4	\$0.0	\$524.6	\$30.3	\$0.0	\$6,379.8
UT	Utah Transit Authority	\$0.0	\$53.4	\$0.0	\$0.0	\$0.0	\$0.0	\$1,719.1	\$0.0	\$0.0	\$1,772.5
VA	Virginia Railway Express	\$2,346.4	\$1,096.2	\$60.4	\$1,693.6	\$0.0	\$414.6	\$3,836.1	\$0.0	\$29.2	\$9,476.6
WA	Central Puget Sound Regional Transit Authority	\$32,386.0	\$155,593.1	\$0.0	\$0.0	\$0.0	\$0.0	\$9,029.9	\$0.0	\$2,707.5	\$199,716.5
Total		\$712,036.4	\$710,024.5	\$85,935.3	\$15,921.9	\$461,488.6	\$1,228.9	\$307,921.1	\$6,476.7	\$169,606.8	\$2,470,640.3

Key Light Rail Operating Characteristics 2003

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Train Revenue Miles (000)	Passenger Car Revenue Miles (000)	Passenger Car Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	Los Angeles County Metropolitan Transportation Authority	DO	\$86,200.1	\$17,087.9	3,034.9	6,782.6	286.2	31,869.2	100.1	225,711.9
CA	Sacramento Regional Transit District	DO	\$30,375.4	\$6,782.5	954.4	2,171.0	105.8	8,859.0	30.7	47,364.9
CA	San Diego Trolley, Inc.	DO	\$38,985.9	\$22,071.2	2,618.1	6,921.7	363.0	25,174.8	73.4	159,356.4
CA	San Francisco Municipal Railway	DO	\$107,822.8	\$17,876.7	5,531.1	5,531.1	577.0	42,896.3	136.6	109,941.0
CA	Santa Clara Valley Transportation Authority	DO	\$50,943.4	\$4,143.6	1,497.9	1,840.2	125.3	6,052.5	19.8	26,815.3
CO	Denver Regional Transportation District	DO	\$20,068.2	\$7,463.4	1,649.2	3,764.2	205.9	10,636.0	35.4	45,495.1
FL	Hillsborough Area Regional Transit Authority	DO	\$1,844.8	\$407.7	80.2	80.2	17.3	503.7	1.3	843.0
LA	New Orleans Regional Transit Authority	DO	\$9,472.9	\$4,798.7	732.8	732.8	77.1	6,340.2	17.9	13,475.2
MA	Massachusetts Bay Transportation Authority	DO	\$103,742.3	\$49,244.6	4,284.9	5,730.7	382.0	72,599.0	222.7	173,900.0
MD	Maryland Transit Administration	DO	\$34,501.5	\$5,491.4	1,672.7	2,781.1	176.9	7,238.0	22.8	48,554.1
MI	City of Detroit Department of Transportation	DO	\$800.8	\$13.6	7.8	7.8	1.7	27.2	0.1	21.7
MO	Bi-State Development Agency	DO	\$36,707.0	\$9,931.8	2,643.5	5,229.0	179.5	14,844.0	44.5	124,972.6
NJ	New Jersey Transit Corporation	DO	\$15,974.2	\$1,876.2	584.4	584.4	47.9	4,590.3	15.8	12,347.3
NJ	New Jersey Transit Corporation	PT	\$32,509.0	\$6,390.0	719.8	719.8	76.0	4,156.2	14.6	13,538.1
NY	Niagara Frontier Transportation Authority	DO	\$17,045.7	\$3,178.6	337.6	761.0	69.1	5,857.7	20.3	14,443.5
OH	The Greater Cleveland Regional Transit Authority	DO	\$12,694.2	\$2,033.3	940.8	954.1	63.7	3,160.5	9.8	18,678.9
OR	Tri-County Metropolitan Transportation District of Oregon	DO	\$55,295.9	\$36,044.9	3,340.5	5,823.8	351.8	31,149.0	94.9	169,571.6
PA	Port Authority of Allegheny County	DO	\$31,907.8	\$5,904.4	1,255.5	1,468.1	111.6	7,157.8	24.0	31,987.6
PA	Southeastern Pennsylvania Transportation Authority	DO	\$43,854.5	\$14,875.5	3,126.6	3,126.6	330.7	24,850.2	83.1	61,017.8
TN	Memphis Area Transit Authority	DO	\$3,537.6	\$364.6	500.8	500.8	38.2	2,136.5	6.6	1,562.4
TX	Dallas Area Rapid Transit	DO	\$57,543.3	\$7,566.4	3,017.7	5,633.7	273.0	16,996.4	56.8	120,674.1
TX	Island Transit	DO	\$96.8	\$37.0	29.7	8.3	1.4	54.3	0.2	67.9
UT	Utah Transit Authority	DO	\$19,926.4	\$5,280.9	1,115.4	2,281.9	162.2	9,814.1	31.6	55,205.5
WA	Central Puget Sound Regional Transit Authority	DO	\$1,627.6	\$0.0	34.4	34.4	1.8	266.8	2.4	0.0
WA	King County Department of Transportation - Metro Transit Division	DO	\$1,421.5	\$218.9	42.9	42.9	11.1	403.6	1.0	410.2
WI	Kenosha Transit	DO	\$308.4	\$15.3	20.3	20.3	2.9	67.6	0.2	76.4
Total DO			\$782,699.0	\$222,709.0	39,054.2	62,812.6	3,963.1	333,544.6	1,051.9	1,462,494.6
Total PT			\$32,509.0	\$6,390.0	719.8	719.8	76.0	4,156.2	14.6	13,538.1
Total			\$815,207.9	\$229,099.1	39,774.0	63,532.5	4,039.1	337,700.8	1,066.6	1,476,032.6

2003 National Transit Summaries and Trends

Key Light Rail Performance Indicators 2003

State	Name	Operating Expense per Passenger Car Revenue Mile	Operating Expense per Passenger Car Revenue Hour	Operating Expense per Unlinked Passenger Trip	Operating Expense per Passenger Mile	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
CA	Sacramento Regional Transit District	\$14.0	\$287.2	\$3.4	\$0.6	22.3%	4.1	83.8	\$0.77	447.9	20.5
CA	San Diego Trolley, Inc.	\$5.6	\$107.4	\$1.5	\$0.2	56.6%	3.6	69.4	\$0.88	439.0	19.1
CA	San Francisco Municipal Railway	\$19.5	\$186.9	\$2.5	\$1.0	16.6%	7.8	74.3	\$0.42	190.5	9.6
CA	Santa Clara Valley Transportation Authority	\$27.7	\$406.5	\$8.4	\$1.9	8.1%	3.3	48.3	\$0.68	214.0	14.7
CO	Denver Regional Transportation District	\$5.3	\$97.5	\$1.9	\$0.4	37.2%	2.8	51.7	\$0.70	220.9	18.3
FL	Hillsborough Area Regional Transit Authority	\$23.0	\$106.5	\$3.7	\$2.2	22.1%	6.3	29.1	\$0.81	48.6	4.6
LA	New Orleans Regional Transit Authority	\$12.9	\$122.9	\$1.5	\$0.7	50.7%	8.7	82.3	\$0.76	174.9	9.5
MA	Massachusetts Bay Transportation Authority	\$18.1	\$271.5	\$1.4	\$0.6	47.5%	12.7	190.0	\$0.68	455.2	15.0
MD	Maryland Transit Administration	\$12.4	\$195.0	\$4.8	\$0.7	15.9%	2.6	40.9	\$0.76	274.5	15.7
MI	City of Detroit Department of Transportation	\$102.9	\$460.5	\$29.5	\$36.9	1.7%	3.5	15.6	\$0.50	12.5	4.5
MO	Bi-State Development Agency	\$7.0	\$204.5	\$2.5	\$0.3	27.1%	2.8	82.7	\$0.67	696.2	29.1
NJ	New Jersey Transit Corporation (DO)	\$27.3	\$333.2	\$3.5	\$1.3	11.7%	7.9	95.7	\$0.41	257.6	12.2
NJ	New Jersey Transit Corporation (PT)	\$45.2	\$427.7	\$7.8	\$2.4	19.7%	5.8	54.7	\$1.54	178.1	9.5
NY	Niagara Frontier Transportation Authority	\$22.4	\$246.7	\$2.9	\$1.2	18.6%	7.7	84.8	\$0.54	209.1	11.0
OH	The Greater Cleveland Regional Transit Authority	\$13.3	\$199.3	\$4.0	\$0.7	16.0%	3.3	49.6	\$0.64	293.3	15.0
OR	Tri-County Metropolitan Transportation District of Oregon	\$9.5	\$157.2	\$1.8	\$0.3	65.2%	5.3	88.6	\$1.16	482.1	16.6
PA	Port Authority of Allegheny County	\$21.7	\$285.8	\$4.5	\$1.0	18.5%	4.9	64.1	\$0.82	286.5	13.2
PA	Southeastern Pennsylvania Transportation Authority	\$14.0	\$132.6	\$1.8	\$0.7	33.9%	7.9	75.1	\$0.60	184.5	9.5
TN	Memphis Area Transit Authority	\$7.1	\$92.7	\$1.7	\$2.3	10.3%	4.3	56.0	\$0.17	41.0	13.1
TX	Dallas Area Rapid Transit	\$10.2	\$210.8	\$3.4	\$0.5	13.1%	3.0	62.3	\$0.45	442.0	20.6
TX	Island Transit	\$11.7	\$67.9	\$1.8	\$1.4	38.2%	6.6	38.1	\$0.68	47.6	5.8
UT	Utah Transit Authority	\$8.7	\$122.9	\$2.0	\$0.4	26.5%	4.3	60.5	\$0.54	340.4	14.1
WA	Central Puget Sound Regional Transit Authority	\$47.3	\$890.4	\$6.1	N / A	0.0%	7.8	145.9	\$0.00	0.0	18.8

2003 National Transit Summaries and Trends

State	Name	Operating Expense per Passenger Car Revenue Mile	Operating Expense per Passenger Car Revenue Hour	Operating Expense per Unlinked Passenger Trip	Operating Expense per Passenger Mile	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
WA	King County Department of Transportation - Metro Transit Division	\$33.2	\$127.7	\$3.5	\$3.5	15.4%	9.4	36.3	\$0.54	36.9	3.9
WI	Kenosha Transit	\$15.2	\$106.5	\$4.6	\$4.0	4.9%	3.3	23.3	\$0.23	26.4	7.0
Average		\$12.8	\$201.8	\$2.4	\$0.6	28.1%	5.3	83.6	\$0.68	369.0	15.9

2003 National Transit Summaries and Trends

Key Light Rail Infrastructure Characteristics 2003

State	Name	Directional Route Miles	Miles of Track	Stations	ADA Stations	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Fleet Age
CA	Los Angeles County Metropolitan Transportation Authority	82.4	85.7	36	36	86	105	9.9
CA	Sacramento Regional Transit District	40.7	40.7	31	30	32	36	14.9
CA	San Diego Trolley, Inc.	96.6	97.0	49	48	83	123	13.2
CA	San Francisco Municipal Railway	72.9	72.9	9	9	130	177	17.8
CA	Santa Clara Valley Transportation Authority	58.4	58.9	44	44	29	98	11.3
CO	Denver Regional Transportation District	31.6	32.1	24	24	49	49	5.0
FL	Hillsborough Area Regional Transit Authority	4.8	3.2	8	8	4	8	4.0
LA	New Orleans Regional Transit Authority	16.0	16.0	9	9	20	42	67.7
MA	Massachusetts Bay Transportation Authority	51.0	78.0	70	25	155	198	18.1
MD	Maryland Transit Administration	57.6	52.0	32	32	49	53	9.3
MI	City of Detroit Department of Transportation	0.0	1.3	8	0	1	4	102.0
MO	Bi-State Development Agency	75.8	81.0	28	28	44	65	6.1
NJ	New Jersey Transit Corporation	28.3	31.6	27	15	27	43	4.0
NY	Niagara Frontier Transportation Authority	12.4	14.1	15	7	23	27	18.9
OH	The Greater Cleveland Regional Transit Authority	30.4	33.0	34	8	17	17	22.0
OR	Tri-County Metropolitan Transportation District of Oregon	81.3	81.3	52	52	69	83	11.6
PA	Port Authority of Allegheny County	34.8	44.8	14	14	47	55	18.0
PA	Southeastern Pennsylvania Transportation Authority	69.3	171.0	46	0	117	141	22.6
TN	Memphis Area Transit Authority	5.8	6.1	1	1	10	10	7.9
TX	Dallas Area Rapid Transit	87.7	98.4	34	34	83	91	5.6
TX	Island Transit	11.8	5.0	3	3	4	4	15.0
UT	Utah Transit Authority	37.3	37.3	23	23	34	40	2.8
WA	Central Puget Sound Regional Transit Authority	3.6	1.8	6	6	2	3	1.0
WA	King County Department of Transportation - Metro Transit Division	3.7	2.1	9	9	3	5	75.2
WI	Kenosha Transit	1.9	1.9	2	1	1	5	52.0
Total		996.1	1,147.2	614	466	1,119	1,482	15.4

Uses of Light Rail Capital Funds 2003

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
AR	Central Arkansas Transit Authority	\$2,488.9	\$5,759.3	\$0.0	\$0.0	\$669.6	\$223.2	\$0.0	\$0.0	\$59.3	\$9,200.4
AZ	City of Phoenix Public Transit Department	\$0.0	\$57,957.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$57,957.9
AZ	City of Tempe Transportation Planning and Transit Division	\$0.0	\$6,546.5	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$6,546.5
AZ	Regional Public Transportation Authority, dba: Valley Metro	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$33,055.1	\$33,055.1
CA	Los Angeles County Metropolitan Transportation Authority	\$24,686.5	\$45,047.2	\$1,285.6	\$1,190.8	\$7,914.7	\$0.0	\$6,043.8	\$0.0	\$3,343.3	\$89,511.9
CA	North San Diego County Transit District	\$11.8	\$9,269.7	\$12.6	\$0.0	\$0.0	\$1.0	\$501.0	\$0.0	\$24.0	\$9,820.1
CA	Sacramento Regional Transit District	\$5,972.3	\$80,628.4	\$671.3	\$4,357.9	\$5,819.3	\$40.3	\$1,725.3	\$114.2	\$415.3	\$99,744.3
CA	San Diego Trolley, Inc.	\$0.0	\$1,089.1	\$2,272.6	\$0.0	\$2,926.7	\$0.0	\$2,160.9	\$2,871.0	\$4,136.7	\$15,456.9
CA	San Francisco Municipal Railway	\$13,927.2	\$74,750.1	\$448.7	\$0.0	\$240.4	\$0.0	\$1,827.0	\$0.0	\$3,189.3	\$94,382.8
CA	Santa Clara Valley Transportation Authority	\$95,814.7	\$190,975.4	\$4,361.0	\$222.9	\$426.2	\$0.0	\$28.8	\$0.0	\$0.0	\$291,829.0
CO	Denver Regional Transportation District	\$42,369.4	\$158,980.7	\$10,533.8	\$0.0	\$24,366.8	\$0.0	\$18,474.2	\$0.0	\$29.1	\$254,753.9
FL	Hillsborough Area Regional Transit Authority	\$0.0	\$3,852.2	\$0.0	\$29.0	\$1,675.5	\$0.0	\$1,211.2	\$0.0	\$313.4	\$7,081.3
LA	New Orleans Regional Transit Authority	\$0.0	\$48,468.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$48,468.3
MA	Massachusetts Bay Transportation Authority	\$10,035.1	\$30,370.7	\$4,567.7	\$836.9	\$739.9	\$157.7	\$26,031.0	\$241.2	\$1,296.5	\$74,276.8
MD	Maryland Transit Administration	\$1,182.0	\$35,170.5	\$2,809.5	-\$1.1	\$1,320.9	\$1.5	\$164.2	\$354.7	\$260.6	\$41,262.8
MI	City of Detroit Department of Transportation	\$0.0	\$718.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$718.3
MN	Metro Transit	\$25,982.9	\$27,219.9	\$30,387.4	\$856.5	\$1,747.4	\$0.0	\$18,047.1	\$820.9	\$32,242.5	\$137,304.5
MO	Bi-State Development Agency	\$471.7	\$74,358.2	\$1,393.4	\$92.2	\$778.4	\$145.2	\$25,083.9	\$53.2	\$781.3	\$103,157.5
NJ	New Jersey Transit Corporation	\$16,345.0	\$0.0	\$0.0	\$0.0	\$286,914.6	\$0.0	\$0.0	\$0.0	\$0.0	\$303,259.6
NY	Niagara Frontier Transportation Authority	\$792.2	\$558.1	\$129.8	\$361.9	\$270.1	\$114.3	\$469.4	\$33.4	\$42.7	\$2,772.0

2003 National Transit Summaries and Trends

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
OH	The Greater Cleveland Regional Transit Authority	\$1,277.2	\$266.2	\$1,528.7	\$13.7	\$57.7	\$5.2	\$88.6	\$4.3	\$21.5	\$3,263.2
OR	Tri-County Metropolitan Transportation District of Oregon	\$16,725.7	\$73,486.5	\$578.9	\$399.5	\$2,588.2	\$0.0	\$5,556.8	\$16.5	\$70.8	\$99,422.9
PA	Port Authority of Allegheny County	\$14,825.1	\$26,879.3	\$3,006.5	\$0.0	\$3,664.3	\$688.0	\$6,568.5	\$272.6	\$11,246.0	\$67,150.3
PA	Southeastern Pennsylvania Transportation Authority	\$14,307.8	\$7,722.4	\$0.0	\$0.0	\$0.9	\$66.0	\$12,416.2	\$0.0	\$0.0	\$34,513.2
TN	Memphis Area Transit Authority	\$0.0	\$24,140.7	\$0.0	\$0.0	\$0.0	\$0.0	\$211.9	\$0.0	\$0.0	\$24,352.6
TX	Dallas Area Rapid Transit	\$3,447.2	\$108,836.0	\$0.0	\$0.0	\$2,339.2	\$0.0	\$5,843.0	\$0.0	\$1,759.8	\$122,225.1
TX	Island Transit	\$0.0	\$373.3	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$179.1	\$552.4
TX	Metropolitan Transit Authority of Harris County, Texas	\$15,931.5	\$68,546.8	\$8,735.9	\$1,426.7	\$11,174.1	\$0.0	\$8,069.3	\$451.2	\$6,317.6	\$120,653.0
UT	Utah Transit Authority	\$12,411.9	\$32,183.4	\$3,068.2	\$602.3	\$894.3	\$0.0	\$4,276.3	\$78.7	\$121.7	\$53,636.8
WA	Central Puget Sound Regional Transit Authority	\$8,084.1	\$107,376.1	\$126.1	\$0.0	\$0.0	\$0.0	\$512.8	\$0.0	\$1,056.7	\$117,155.8
WA	King County Department of Transportation - Metro Transit Division	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5	\$0.0	\$0.0	\$0.0	\$0.0	\$1.5
WA	Spokane Transit Authority	\$0.0	\$1,634.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$1,634.6
Total		\$327,090.2	\$1,303,166.0	\$75,917.7	\$10,389.1	\$356,530.6	\$1,442.5	\$145,311.1	\$5,311.9	\$99,962.3	\$2,325,121.4

2003 National Transit Summaries and Trends

Key Demand Response Operating Characteristics 2003

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips	Passenger Miles (000)
CA	Orange County Transportation Authority	PT	\$22,936.2	\$2,638.8	7,131.1	491.5	909.2	3.3	8,327.9
CA	Santa Clara Valley Transportation Authority	PT	\$32,677.4	\$2,481.6	7,233.1	490.3	1,036.8	3.5	8,497.3
DC	Washington Metropolitan Area Transit Authority	PT	\$34,247.2	\$1,927.8	9,787.0	631.3	972.4	3.3	9,787.0
FL	Broward County Mass Transit Division	PT	\$22,524.5	\$1,066.4	11,143.8	871.4	1,263.9	4.4	11,121.9
FL	Miami-Dade Transit	PT	\$30,466.5	\$2,991.1	11,904.1	744.6	1,196.0	4.0	15,943.0
IL	Chicago Transit Authority	PT	\$43,540.3	\$2,033.6	7,702.1	535.4	1,498.1	5.7	8,933.4
IL	Pace - Suburban Bus Division	DO	\$388.0	\$5,768.3	100.5	5.7	35.5	0.1	188.3
IL	Pace - Suburban Bus Division	PT	\$24,748.0	\$2,556.7	10,642.8	1,163.7	1,803.4	5.7	14,289.9
IL	Pace - Suburban Bus Division	TOTAL	\$25,136.1	\$8,325.1	10,743.2	1,169.4	1,838.9	5.8	14,478.2
MA	Massachusetts Bay Transportation Authority	PT	\$30,258.5	\$1,392.7	9,515.3	691.4	1,178.1	4.1	16,214.8
MN	Metro Mobility	PT	\$28,300.4	\$3,105.5	12,152.4	786.7	1,913.4	7.0	16,107.6
NY	MTA New York City Transit	PT	\$143,709.5	\$4,818.8	24,522.1	2,342.6	2,394.3	7.3	26,857.9
PA	Port Authority of Allegheny County	PT	\$29,133.8	\$6,541.7	12,069.1	775.6	1,861.0	6.4	12,296.0
PA	Southeastern Pennsylvania Transportation Authority	PT	\$39,046.3	\$4,760.3	8,626.9	910.9	1,558.7	5.6	11,836.6
TX	Dallas Area Rapid Transit	PT	\$24,327.7	\$1,064.9	7,226.6	429.2	1,203.9	4.2	9,037.9
TX	Metropolitan Transit Authority of Harris County, Texas	PT	\$28,605.6	\$1,330.3	12,646.8	690.8	1,443.9	4.9	15,185.5
WA	King County Department of Transportation - Metro Transit Division	PT	\$43,530.5	\$528.0	9,371.2	611.0	1,661.6	5.7	11,780.3
Total			\$578,440.5	\$45,006.6	161,774.8	12,172.1	21,930.3	81.2	196,405.1
National Total (Millions)			\$1,778.7	\$158.5	544.3	37.4	81.8	290.2	688.6

2003 National Transit Summaries and Trends

Key Demand Response Performance Indicators 2003

State Name		Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger trips	Operating Expense per Passenger Miles	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour	
CA	Orange County Transportation Authority	PT	\$3.2	\$46.7	\$25.2	\$2.8	11.5%	0.1	1.8	\$2.9	16.9	14.5
CA	Santa Clara Valley Transportation Authority	PT	\$4.5	\$66.6	\$31.5	\$3.8	7.6%	0.1	2.1	\$2.4	17.3	14.8
DC	Washington Metropolitan Area Transit Authority	PT	\$3.5	\$54.2	\$35.2	\$3.5	5.6%	0.1	1.5	\$2.0	15.5	15.5
FL	Broward County Mass Transit Division	PT	\$2.0	\$25.8	\$17.8	\$2.0	4.7%	0.1	1.5	\$0.8	12.8	12.8
IL	Pace - Suburban Bus Division	Total	\$0.0	\$0.1	\$0.0	\$0.0	33.1%	0.2	1.6	\$4.5	12.4	9.2
MA	Massachusetts Bay Transportation Authority	PT	\$3.2	\$43.8	\$25.7	\$1.9	4.6%	0.1	1.7	\$1.2	23.5	13.8
MN	Metro Mobility	PT	\$2.3	\$36.0	\$14.8	\$1.8	11.0%	0.2	2.4	\$1.6	20.5	15.4
NY	MTA New York City Transit	PT	\$5.9	\$61.3	\$60.0	\$5.4	3.4%	0.1	1.0	\$2.0	11.5	10.5
PA	Port Authority of Allegheny County	PT	\$2.4	\$37.6	\$15.7	\$2.4	22.5%	0.2	2.4	\$3.5	15.9	15.6
PA	Southeastern Pennsylvania Transportation Authority	PT	\$4.5	\$42.9	\$25.1	\$3.3	12.2%	0.2	1.7	\$3.1	13.0	9.5
TX	Dallas Area Rapid Transit	PT	\$3.4	\$56.7	\$20.2	\$2.7	4.4%	0.2	2.8	\$0.9	21.1	16.8
TX	Metropolitan Transit Authority of Harris County, Texas	PT	\$2.3	\$41.4	\$19.8	\$1.9	4.7%	0.1	2.1	\$0.9	22.0	18.3
WA	King County Department of Transportation - Metro Transit Division	PT	\$4.6	\$71.2	\$26.2	\$3.7	1.2%	0.2	2.7	\$0.3	19.3	15.3
Average			\$3.6	\$47.5	\$26.4	\$2.9	7.8%	0.1	1.8	\$2.1	16.1	13.3
National Average			\$3.3	\$47.6	\$21.7	\$2.6	8.9%	0.2	2.2	\$1.9	18.4	14.6

2003 National Transit Summaries and Trends

Key Demand Response Infrastructure Characteristics 2003

State	Agency Name	Operating Expense (000)	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
CA	Orange County Transportation Authority	\$22,936.2	248	634	5.8
CA	Santa Clara Valley Transportation Authority	\$32,677.4	300	317	2.9
DC	Washington Metropolitan Area Transit Authority	\$34,247.2	198	239	2.2
FL	Broward County Mass Transit Division	\$22,524.5	280	335	2.4
FL	Miami-Dade Transit	\$30,466.5	225	279	2.8
IL	Chicago Transit Authority	\$43,540.3	990	1,299	1.9
IL	Pace - Suburban Bus Division	\$74,006.8	319	361	3.1
MA	Massachusetts Bay Transportation Authority	\$30,258.5	387	409	3.5
MN	Metro Mobility	\$28,300.4	229	249	0.9
NY	MTA New York City Transit	\$143,709.5	879	963	2.3
PA	Port Authority of Allegheny County	\$29,133.8	430	473	4.4
PA	Southeastern Pennsylvania Transportation Authority	\$39,046.3	357	469	2.9
TX	Dallas Area Rapid Transit	\$24,327.7	166	164	2.0
TX	Metropolitan Transit Authority of Harris County, Texas	\$28,605.6	510	1,072	3.0
WA	King County Department of Transportation - Metro Transit Division	\$43,530.5	379	399	3.1
Total		\$366,912.3	5,897	7,662	2.9
National Total (Millions)		\$1,778.7	21,381	25,887	3.5

Uses of Demand Response Capital Funds 2003

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
CA	Orange County Transportation Authority	\$2,912.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2,912.7
IL	Pace - Suburban Bus Division	\$5,619.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$5,619.9
PA	Southeastern Pennsylvania Transportation Authority	\$3,053.6	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3,053.6
TX	Dallas Area Rapid Transit	\$1,451.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$152.6	\$1,603.5
TX	Metropolitan Transit Authority of Harris County, Texas	\$38.3	\$0.0	\$858.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$897.2
WA	King County Department of Transportation - Metro Transit Division	\$1,776.8	\$0.0	\$2,197.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$141.2	\$4,115.9
Total		\$14,852.4	\$0.0	\$3,056.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3	\$17,909.3
National Total (Millions)		\$123.9	\$0.00	\$17.9	\$2.3	\$6.9	\$6.2	\$12.0	\$1.3	\$16.0	\$186.5

2003 National Transit Summaries and Trends

Key Trolleybus Operating Characteristics 2003

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	San Francisco Municipal Railway	DO	\$114,327.8	\$31,005.2	7,367.8	1,070.4	74,398.9	228.9	110,270.0
MA	Massachusetts Bay Transportation Authority	DO	\$10,497.6	\$1,433.7	667.4	70.3	3,593.3	12.8	8,402.1
OH	Greater Dayton Regional Transit Authority	DO	\$11,127.6	\$1,318.4	1,610.2	148.7	4,554.7	14.9	11,018.3
PA	Southeastern Pennsylvania Transportation Authority	DO	\$4,230.7	\$2,021.5	188.0	29.0	2,343.2	8.0	3,986.8
WA	King County Department of Transportation - Metro Transit Division	DO	\$42,331.3	\$17,695.8	3,385.2	462.3	23,679.3	78.8	42,467.5
Total			\$182,515.0	\$53,474.6	13,218.6	1,780.6	108,569.4	343.4	176,144.7

Key Trolleybus Performance Indicators 2003

State	Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger Trips	Operating Expense per Passenger Mile	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
CA	San Francisco Municipal Railway	\$15.5	\$106.8	\$1.5	\$1.0	27.1%	10.1	69.5	\$0.4	103.0	6.9
MA	Massachusetts Bay Transportation Authority	\$15.7	\$149.4	\$2.9	\$1.2	13.7%	5.4	51.1	\$0.4	119.6	9.5
OH	Greater Dayton Regional Transit Authority	\$6.9	\$74.9	\$2.4	\$1.0	11.8%	2.8	30.6	\$0.3	74.1	10.8
PA	Southeastern Pennsylvania Transportation Authority	\$22.5	\$145.7	\$1.8	\$1.1	47.8%	12.5	80.7	\$0.9	137.3	6.5
WA	King County Department of Transportation - Metro Transit Division	\$12.5	\$91.6	\$1.8	\$1.0	41.8%	7.0	51.2	\$0.7	91.9	7.3
Average		\$13.8	\$102.5	\$1.7	\$1.0	29.3%	8.2	61.0	\$0.5	98.9	7.4

2003 National Transit Summaries and Trends

Key Trolleybus Infrastructure Characteristics 2003

State	Name	Directional Route Miles	Vehicles Operated In Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
CA	Municipal Railway	163.3	265	350	17.4
MA	Mass Bay Transp Auth	21.6	24	24	26.0
OH	Miami Valley Regional TA	123.5	43	57	4.0
PA	SEPTA	42.5	49	66	23.0
WA	King County DOT	116.9	141	119	7.3
Total		467.8	522	616	15.4

Uses of Trolleybus Capital Funds 2003

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
CA	San Francisco Municipal Railway	\$30,595.0	\$4,471.5	\$0.0	\$0.0	\$2,243.7	\$0.0	\$0.0	\$0.0	\$0.0	\$37,310.2
MA	Massachusetts Bay Transportation Authority	\$3,056.6	\$38,067.0	\$3,952.3	\$101.7	\$0.0	\$0.0	\$16,281.2	\$0.0	\$1,121.8	\$62,580.7
OH	Greater Dayton Regional Transit Authority	\$1,430.8	\$408.4	\$22.4	\$0.0	\$636.4	\$13.2	\$226.6	\$1.4	\$24.5	\$2,763.8
PA	Southeastern Pennsylvania Transportation Authority	\$483.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.9	\$0.0	\$0.0	\$0.0	\$484.1
WA	King County Department of Transportation - Metro Transit Division	\$3,082.4	\$0.0	\$460.2	\$410.2	\$10,302.6	\$2.3	\$681.2	\$163.1	\$569.9	\$15,671.9
Total		\$38,648.0	\$42,947.0	\$4,435.0	\$511.9	\$13,182.8	\$16.4	\$17,189.0	\$164.6	\$1,716.2	\$118,810.8

Key Ferryboat Operating Characteristics 2003

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Vehicle Revenue Miles (000)	Vehicle Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
CA	City of Alameda Ferry Services	PT	\$3,970.6	\$2,056.9	62.8	5.9	532.2	1.7	3,286.7
CA	City of Vallejo Transportation Program	PT	\$6,659.3	\$4,197.1	210.4	7.6	655.1	2.1	17,087.8
CA	Golden Gate Bridge, Highway and Transportation District	DO	\$17,685.3	\$5,343.0	188.6	14.6	1,596.1	5.2	18,541.7
GA	Chatham Area Transit Authority	DO	\$114.2	\$70.7	1.3	0.9	56.5	1.1	191.2
LA	Crescent City Connection Division - Louisiana Department of Transportation	DO	\$7,152.2	\$0.0	45.0	23.0	3,093.9	8.8	1,547.0
MA	Massachusetts Bay Transportation Authority	PT	\$10,013.1	\$6,055.3	492.7	38.5	1,469.4	5.3	12,079.6
ME	Casco Bay Island Transit District	DO	\$3,183.4	\$1,658.3	71.8	15.1	893.3	2.5	2,948.0
NJ	Port Authority Trans-Hudson Corporation	PT	\$22,626.1	\$12,906.0	325.2	38.1	5,254.1	20.8	12,775.2
NY	Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad	PT	\$1,506.4	\$88.4	36.8	2.4	83.9	0.4	460.8
NY	New York City Department of Transportation	DO	\$55,193.1	\$0.0	172.5	16.5	19,245.9	61.5	99,073.5
PR	Puerto Rico Ports Authority	DO	\$26,748.0	\$2,091.0	159.7	22.2	1,969.4	5.4	3,146.8
TX	Corpus Christi Regional Transportation Authority	PT	\$165.0	\$51.2	1.9	0.7	33.8	0.2	28.7
VA	Transportation District Commission of Hampton Roads, dba: Hampton Roads Transit	PT	\$610.3	\$0.0	12.0	5.9	341.2	0.9	170.6
WA	Kitsap Transit	PT	\$897.4	\$36.2	39.2	5.7	338.5	1.2	550.8
WA	Pierce County Ferry Operations	PT	\$1,623.7	\$1,253.8	31.0	5.3	198.0	0.5	1,448.0
WA	Washington State Ferries	DO	\$159,445.8	\$50,504.7	1,075.6	136.2	24,543.8	71.4	193,507.3
Total DO			\$269,522.1	\$59,667.7	1,714.3	228.5	51,399.1	156.1	318,955.5
Total PT			\$48,071.9	\$26,644.8	1,212.1	110.0	8,906.1	33.1	47,888.2
Total			\$317,594.0	\$86,312.5	2,926.4	338.5	60,305.1	189.2	366,843.6

2003 National Transit Summaries and Trends

Key Ferryboat Performance Indicators 2003

State	Name	Operating Expense per Vehicle Revenue Mile	Operating Expense per Vehicle Revenue Hour	Operating Expense per Unlinked Passenger Trips	Operating Expense per Passenger Mile	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Vehicle Revenue Mile	Unlinked Passenger Trips per Vehicle Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Miles per Vehicle Revenue Hour	Vehicle Revenue Mile per Vehicle Revenue Hour
CA	City of Alameda Ferry Services	\$63.3	\$676.5	\$7.5	\$1.2	51.8%	8.5	90.7	\$3.9	560.0	10.7
CA	City of Vallejo Transportation Program	\$31.6	\$875.1	\$10.2	\$0.4	63.0%	3.1	86.1	\$6.4	2,245.4	27.6
CA	Golden Gate Bridge, Highway and Transportation District	\$93.8	\$1,214.7	\$11.1	\$1.0	30.2%	8.5	109.6	\$3.3	1,273.6	13.0
GA	Chatham Area Transit Authority	\$89.1	\$120.7	\$2.0	\$0.6	61.9%	44.1	59.8	\$1.3	202.1	1.4
LA	Crescent City Connection Division - Louisiana Department of Transportation	\$159.0	\$311.0	\$2.3	\$4.6	0.0%	68.8	134.5	\$0.0	67.3	2.0
MA	Massachusetts Bay Transportation Authority	\$20.3	\$260.3	\$6.8	\$0.8	60.5%	3.0	38.2	\$4.1	314.0	12.8
ME	Casco Bay Island Transit District	\$44.3	\$211.0	\$3.6	\$1.1	52.1%	12.4	59.2	\$1.9	195.4	4.8
NJ	Port Authority Trans-Hudson Corporation	\$69.6	\$593.6	\$4.3	\$1.8	57.0%	16.2	137.8	\$2.5	335.1	8.5
NY	Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad	\$40.9	\$640.5	\$18.0	\$3.3	5.9%	2.3	35.7	\$1.1	195.9	15.7
NY	New York City Department of Transportation	\$320.0	\$3,338.6	\$2.9	\$0.6	0.0%	111.6	1,164.2	\$0.0	5,992.8	10.4
PR	Puerto Rico Ports Authority	\$167.5	\$1,204.6	\$13.6	\$8.5	7.8%	12.3	88.7	\$1.1	141.7	7.2
TX	Corpus Christi Regional Transportation Authority	\$88.5	\$221.2	\$4.9	\$5.7	31.0%	18.1	45.3	\$1.5	38.5	2.5
VA	Transportation District Commission of Hampton Roads, dba: Hampton Roads Transit	\$50.9	\$104.0	\$1.8	\$3.6	0.0%	28.5	58.1	\$0.0	29.1	2.0
WA	Kitsap Transit	\$22.9	\$156.8	\$2.7	\$1.6	4.0%	8.6	59.2	\$0.1	96.2	6.9
WA	Pierce County Ferry Operations	\$52.3	\$308.3	\$8.2	\$1.1	77.2%	6.4	37.6	\$6.3	275.0	5.9
WA	Washington State Ferries	\$148.2	\$1,171.0	\$6.5	\$0.8	31.7%	22.8	180.3	\$2.1	1,421.2	7.9
Average		\$108.5	\$938.2	\$5.3	\$0.9	27.2%	20.6	178.2	\$1.4	1,083.7	8.6

Key Ferryboat Infrastructure Characteristics 2003

State	Name	Directional Route Miles	Vehicles Operated In Maximum Service	Vehicles Available for Maximum Service	Average Fleet Age
CA	City of Alameda Ferry Services	27.6	3	5	12.2
CA	City of Vallejo Transportation Program	79	8	12	8.0
CA	Golden Gate Bridge, Highway and Transportation District	38.7	10	12	24.8
GA	Chatham Area Transit Authority	1.41	4	4	0.0
LA	Crescent City Connection Division - Louisiana Department of Transportation	3	5	6	38.2
MA	Massachusetts Bay Transportation Authority	41.72	60	70	14.8
ME	Casco Bay Island Transit District	20	4	5	21.6
NJ	Port Authority Trans-Hudson Corporation	15	15	16	13.3
NY	Metro-North Commuter Railroad Company, dba: MTA Metro-North Railroad	11	6	6	1.0
NY	New York City Department of Transportation	10.4	4	4	27.4
PR	Puerto Rico Ports Authority	114.84	27	27	11.9
TX	Corpus Christi Regional Transportation Authority	0	2	2	43.0
VA	Transportation District Commission of Hampton Roads, dba: Hampton Roads Transit	1	1	3	15.0
WA	Kitsap Transit	5.7	4	4	38.8
WA	Pierce County Ferry Operations	11.1	1	2	38.5
WA	Washington State Ferries	245.8	46	58	32.6
Total		626.3	200	236	23.3

2003 National Transit Summaries and Trends

Uses of Ferryboat Capital Funds 2003

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
CA	City of Alameda Ferry Services	\$3,662.9	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$3,662.9
CA	City of Vallejo Transportation Program	\$5,998.7	\$0.0	\$0.0	\$0.0	\$29.7	\$0.0	\$0.0	\$0.0	\$1,230.6	\$7,259.0
CA	Golden Gate Bridge, Highway and Transportation District	\$1,384.1	\$0.0	\$2.5	\$0.0	\$284.5	\$4.3	\$0.4	\$20.4	\$87.2	\$1,783.5
GA	Chatham Area Transit Authority	\$2,298.7	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$2,298.7
MA	Massachusetts Bay Transportation Authority	\$3,081.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$770.7	\$0.0	\$0.0	\$3,851.8
NY	New York City Department of Transportation	\$3,942.0	\$0.0	\$1,432.0	\$0.0	\$5,114.4	\$0.0	\$147,228.8	\$0.0	\$0.0	\$157,717.2
TX	Corpus Christi Regional Transportation Authority	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$56.3	\$56.3
WA	Kitsap Transit	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$62.8	\$1,430.9	\$16.6	\$140.7	\$1,651.1
WA	Pierce County Ferry Operations	\$40.2	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$60.0	\$0.0	\$0.0	\$100.2
WA	Washington State Ferries	\$47,627.6	\$0.0	\$826.1	\$1,093.5	\$1,400.7	\$115.6	\$33,175.1	\$0.0	\$0.0	\$84,238.6
Total		\$68,035.1	\$0.0	\$2,260.6	\$1,093.5	\$6,829.4	\$182.7	\$182,666.1	\$37.1	\$1,514.8	\$262,619.3

Key Automated Guideway Operating Characteristics 2003

State	Name	Service	Operating Expense (000)	Fare Revenues (000)	Train Revenue Miles (000)	Passenger Car Revenue Miles (000)	Passenger Car Revenue Hours (000)	Unlinked Passenger Trips (000)	Average Weekday Unlinked Passenger Trips (000)	Passenger Miles (000)
FL	Jacksonville Transportation Authority	DO	\$4,239.6	\$354.2	267.8	267.8	20.2	723.0	2.6	237.5
FL	Miami-Dade Transit Agency	DO	\$19,324.2	\$47.9	1,020.0	1,031.3	94.6	6,229.3	21.2	6,391.5
MI	Detroit Transportation Corporation	DO	\$12,169.5	\$425.6	170.8	170.8	23.8	1,267.9	3.4	1,801.7
Total			\$35,733.3	\$827.6	1,458.6	1,470.0	138.6	8,220.3	27.3	8,430.7

Key Automated Guideway Performance Indicators 2003

State	Name	Operating Expense per Passenger Car Revenue Mile	Operating Expense per Passenger Car Revenue Hour	Operating Expense per Unlinked Passenger Trips	Operating Expense per Passenger Miles	Fare Revenues per Operating Expense (Recovery Ratio)	Unlinked Passenger Trips per Passenger Car Revenue Mile	Unlinked Passenger Trips per Passenger Car Revenue Hour	Fare Revenues per Unlinked Passenger Trip	Passenger Mile per Passenger Car Revenue Hour	Passenger Car Revenue Mile per Passenger Car Revenue Hour
FL	Jacksonville Transp Auth	\$15.8	\$209.9	\$5.9	\$17.9	8.4%	2.7	35.8	\$0.5	11.8	13.3
FL	Miami-Dade Transit Agency	\$18.7	\$204.2	\$3.1	\$3.0	0.2%	6.0	65.8	\$0.0	67.6	10.9
MI	Detroit Transportation	\$71.2	\$511.5	\$9.6	\$6.8	3.5%	7.4	53.3	\$0.3	75.7	7.2
Average		\$24.3	\$257.8	\$4.3	\$4.2	2.3%	5.6	59.3	\$0.1	60.8	10.6

2003 National Transit Summaries and Trends

Key Automated Guideway Infrastructure Characteristics 2003

State	Name	Directional Route Miles	Miles of Track	Stations	ADA Stations	Vehicles Operated in Maximum Service	Vehicles Available for Maximum Service	Fleet Age
FL	Jacksonville Transp Auth	5.4	5.4	8	8	6	8	4.7
FL	Miami-Dade Transit Agency	8.5	9.4	21	21	18	29	12.9
MI	Detroit Transportation	2.9	2.9	13	12	4	8	17.0
Total		16.8	17.7	42	41	28	45	12.3

Uses of Automated Guideway Capital Funds 2003

State	Name	Revenue Vehicles (000)	Guideway (000)	Systems (000)	Fare Collection Equipment (000)	Facilities (000)	Administration Buildings (000)	Stations (000)	Other Vehicles (000)	Other Capital (000)	Total (000)
FL	Jacksonville Transportation Authority	\$4,008.6	\$331.9	-\$9.2	\$0.0	\$77.9	\$0.0	\$0.0	\$20.3	\$207.5	\$4,636.9
FL	Miami-Dade Transit	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$62.3	\$682.6	\$83.6	\$828.5
MI	Detroit Transportation Corporation	\$0.0	\$0.0	\$3,513.8	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$193.6	\$3,707.4
Total		\$4,008.6	\$331.9	\$3,504.6	\$0.0	\$77.9	\$0.0	\$62.3	\$702.9	\$8,688.2	\$9,172.8